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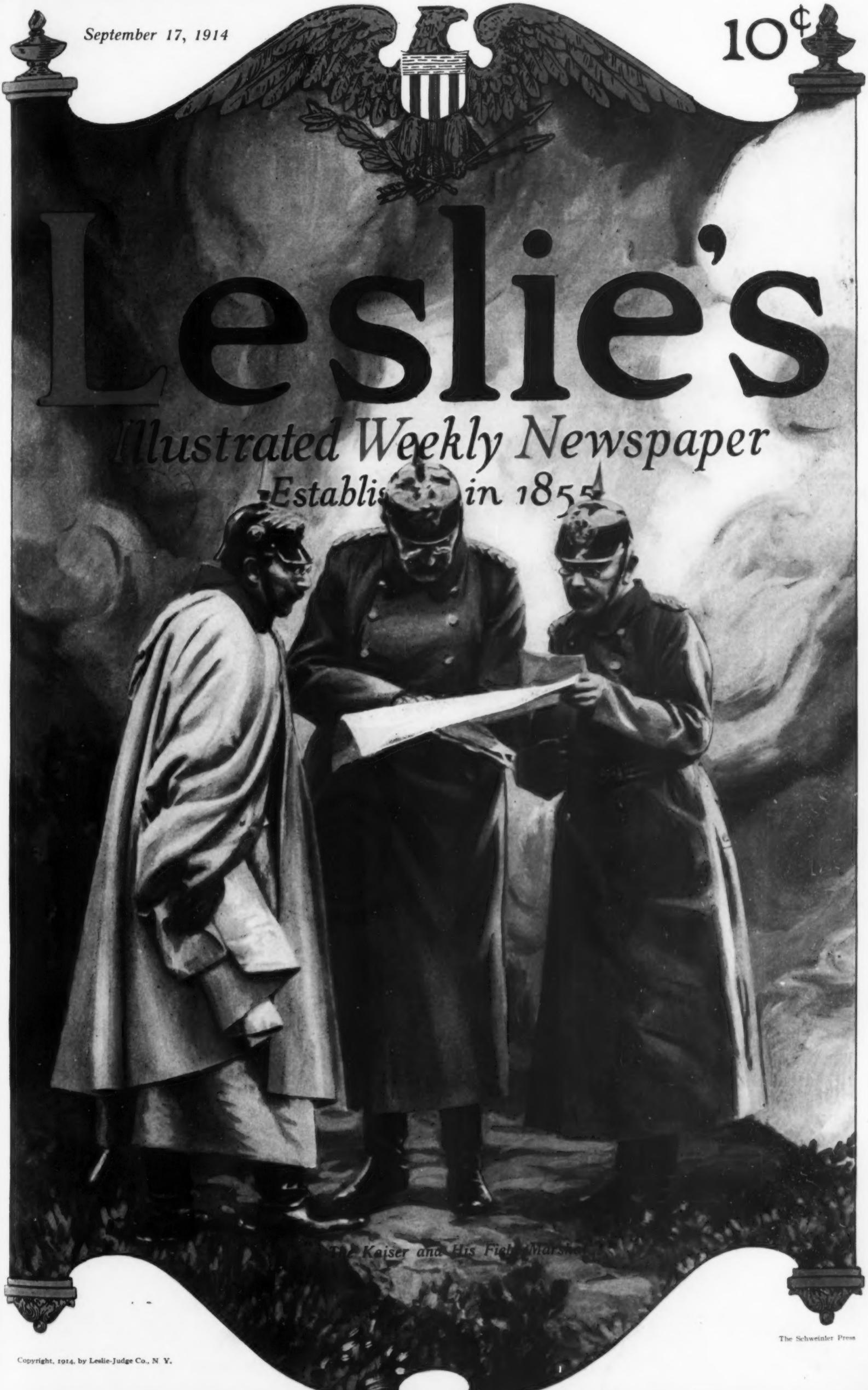
September 17, 1914

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Leslie's

Illustrated Weekly Newspaper

Established in 1855



The Kaiser and His Field Marshals

From the World's Curio Album



LTMAN
HOW THEY WINNED GRAIN 200 YEARS AGO

Winnowing grain, before machinery was invented for the purpose, was a slow and laborious task. This old-fashioned winnowing was hewn from a single piece of maple log, is nearly four feet long, 30 inches wide and 11 deep and will hold almost a bushel of oats. It was used to free grain and beans from the chaff, and was worked by tossing the contents up and down so that the wind could blow away the chaff.



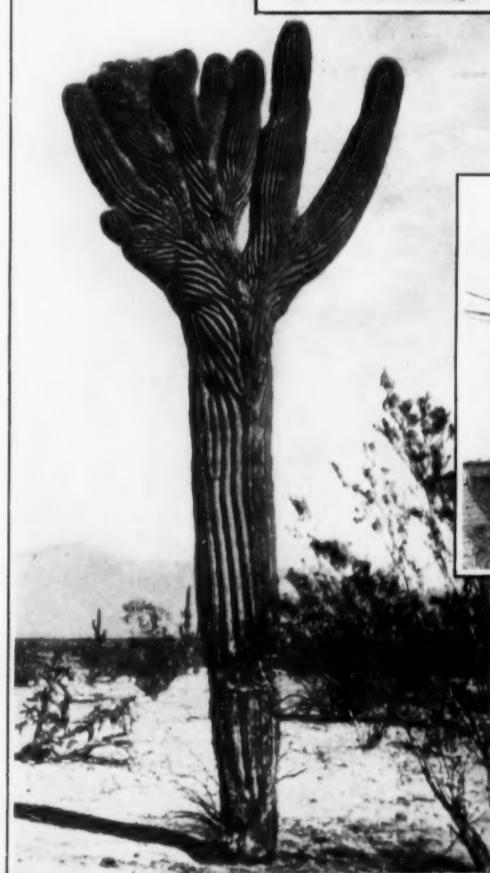
CHODOROW
A UNIQUE VIEW OF LIBERTY

This odd photo of the Statue of Liberty on Bedloe's Island, New York Harbor was obtained by pointing the camera directly upward, and is the view one gets when standing at the base of the giant statue and looking upward.



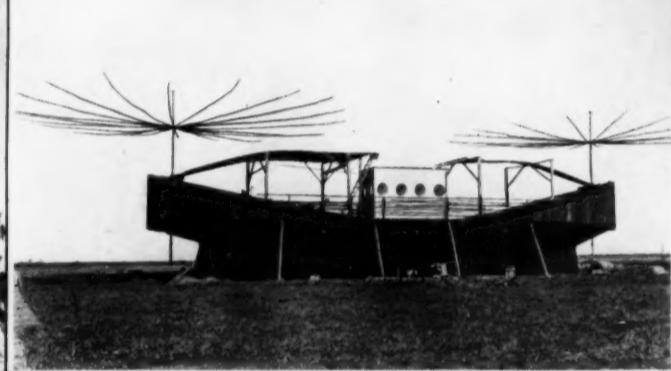
FARRINGTON
THE HORSE'S SUCCESSOR IN THE NORTHERN LUMBER LANDS

Giant gasoline tractor, used in the lumber regions of Maine for hauling logs across the ice. It is so much faster than horses and steam haulers that it is rapidly displacing them. Its only disadvantage seems to be its extreme weight, about ten tons, which is often too much of a burden for the ice, and the entire machine has been known to break through and disappear in the water beneath.



RHINEHART
THE HAND OF THE DESERT

When Columbus sailed for America his sailors had been warned of giant hands that would reach up from the ocean and pull the vessel under the water. Here is a real giant cactus hand that reaches up out of the desert southern Arizona. It has eleven fingers, such as they are, and hand and arm are twenty-five feet in length. The arm is more than two feet in thickness and both hand and arm are covered with thorns two inches long.



WORTS
A SECOND NOAH'S ARK

An old Frenchman in Palo Alto, Cal., believes that the earth is to have another flood of Biblical proportions and doesn't intend to be caught napping. So he has built this freak catamaran for use in an emergency. The two cobweb-like affairs forward and aft are windmills and will be geared to propellers which in turn will drive the queer craft.



MRS. J. R. MILLER
PROTECTING THE TRAFFIC POLICEMEN

How Baltimore protects its traffic policemen from the pitiless glare of the summer sun. This humane consideration of their protectors is an example to other large cities.



WORTS
MAKING IT NICE FOR THE MOTORISTS

The patronage of the nation-wide garage has its gasoline reserves bringing the country towns up to date. This enterprising village tank under the pavement, and a hose carries the fluid to the tank of the automobile.



JOHNSON
RESULT OF THE WIND'S FURY

Curious freak wrought by heavy winter storms in Monmouth County, N. J., during the past winter. This telephone pole was completely inverted by the terrific force of the wind.



Free for the Asking

The object of this Department is to help our readers solve their Motor troubles

If you contemplate the purchase of any motor-driven vehicle or boat, but are in doubt as to what particular type is best suited to your needs, we will give you unbiased information that may help you solve the problem.

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225 Fifth Avenue New York

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Motor Car

Motor Cycle

Motor Boat

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Address

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225 Fifth Avenue New York City

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(Give maker's name and year of model.)

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Motor Cycle

Motor Boat

Please send me free of charge the following information regarding

From to

Accessories

Selection or care of tires

Repairs (Give nature of trouble)

Name

Address

Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXIX

Thursday, September 17, 1914

No. 3080

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The Editor is always ready to consider short stories or articles, which should be typewritten on one side of the sheet only, and should not exceed 3,000 words.



THIS is a picture of Eugene Zimmerman, better known as "ZIM," who began life as a sign painter and developed into the greatest caricaturist of the day.

"ZIM" has written a book; he calls it

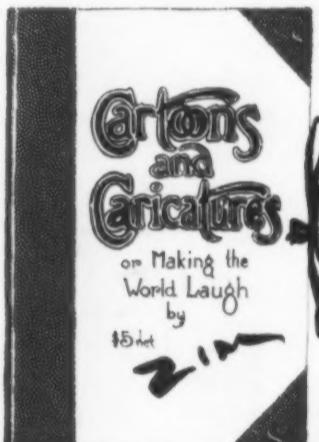
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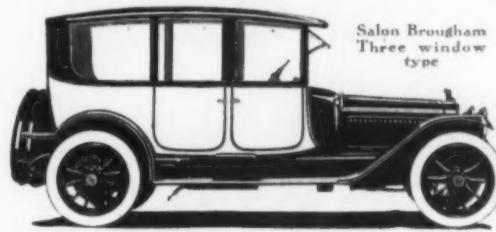
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In answering advertisements please mention "Leslie's Weekly"

Turning Europe's Churches Into Forts

Drawn from a cabled description by L. A. Shafer



ENGINES OF DEATH ON THE ROOF OF ANTWERP'S CATHEDRAL

The dangers of attack from the air make high elevations in beleaguered cities especial points of vantage, and all over the zone of conflict the church steeples are occupied by sentries, and armed with death-dealing rapid fire guns. Antwerp has been repeatedly bombarded from airships. Our drawing shows how its famous old cathedral has been turned into a fort. Lights are not allowed at night in Antwerp, except the military searchlights that illuminate the sky to reveal attacking Zeppelins.

Leslie's Illustrated Weekly Newspaper

New York, September 17, 1914

EDITORIAL

Let the Thinking People Rule!

A Lesson

THINK! How helpless we are when we do not help each other.

Demagogues tell labor it is independent of capital and the farmer that he is independent of the banker. The demagogue says that capital must have labor or it will die, that the world must have the products of the farm or it will starve.

But what happened to the enormous crop of wheat and to our accumulations of cotton when the European war broke out? We found ourselves without facilities for transportation, and the cotton growers and the wheat raisers were in a dilemma.

There was plenty of cotton and wheat, but no American ships to take them to market, and if ships had been provided, funds were not at hand by which payments could be made.

The monetary exchanges were clogged, gold was at a high premium. It was necessary to call in the bankers and get them to unravel the tangle and adjust the differences. It was necessary to get the shippers to provide the ships and the bankers the money as well as the farmers the wheat and cotton.

What an impressive lesson of man's helplessness when he stands alone. What a complete answer to the sophistries of the demagogue—the great trouble breeder of our day and generation, the one evil spirit that has done more to undermine patriotism and to destroy prosperity than anything else.

A bitter lesson is being taught to some of the people of the United States—a lesson of costly experience. May it be well learned.

The Warfare Against Prosperity

THE period of industrial growth through which we have passed has imperatively demanded legislation enacted in the interest of the whole public and designed to secure justice. But we believe that hereafter the least interference with industry and business consistent with these demands will insure business prosperity and promote industrial progress.

The above is from the platform of the Democratic Party adopted at its recent Saratoga Conference. It is a timely warning against the warfare on business which has been going on at Washington ever since Roosevelt's administration.

We are in a time of stress and of great opportunity. The South and the West are learning that their prosperity is not a sectional but a national question. The absurd outcry against "the money trust" has ceased while bankers are besought to untangle the perplexing financial situation. As Mr. Daniel Guggenheim put it on his return from Europe: "We are in presence of the greatest opportunity in the history of this country. Washington should pass laws speedily to develop our finance and commerce, ship subsidies, special bills, anything necessary to get things going. For the first time the world's marts lie at our feet uncontested. In six months, this country will be fairly boiling with activity."

Of what advantage are these splendid opportunities without capital? Heretofore, Europe has invested its surplus in our enterprises because they yielded a profit. Now we must depend on ourselves. Let us give capital free play and a fair opportunity and watch the results. Let us take our hands off business and give it relief instead of prosecution, and capital, which has been driven away, will be provided for the great emergency.

It has just been discovered that the Sherman Law not only forbids combinations in restraint of trade between the states but with foreign nations and it is proposed that the law be so amended as to strike out the reference to "foreign nations" and thus encourage big business relationships with foreign countries at this juncture, when the export market is opening on a wider scale for our products.

The warfare on prosperity must cease. How cruel it has been! While the Interstate Commerce Commission, listening to meddlesome lawyers of the Brandeis type, has refused to give the railroads a square deal, a billion dollars of railway securities have gone into the hands of receivers and net earnings of the railroads of the country for the first half of the current year have decreased over \$50,000,000. Industries that suffer are able to protect themselves but the railroads are at the mercy of a ruthless Interstate Commerce Commission. Since the beginning of this year, a hundred corporations have passed or reduced their dividends, involving a loss of \$75,000,000 to shareholders, the overwhelming majority of whom were people of small means. Thus has the warfare gone on.

The cotton growers of the South will meet in New Orleans, September 29th, to fix a minimum price for cotton and plan to market it abroad by the help of the national banks. Price fixing has been declared illegal. But it is just and fair to the producer and the consumer. At the National Convention of Farmers at Fort Worth, Texas,

A Peril to Enterprise

By SENATOR ELIHU ROOT

VAST and uncontrolled powers over the life and activity of the American people are being vested in government commissions. The Interstate Commerce Commission has control of the railroads. The Federal Reserve Board is to have control of banks and bankers and of the credits of the country. The Trade Commission is to command the disclosure of the private affairs of all industry, with the tremendous power of blackmail, destruction of credit, and ruin, which that involves. The Internal Revenue Bureau may carry inquisitorial proceedings into the private affairs of every individual. We are rapidly pressing towards the point where if enterprise is to live it must curry favor of government, and thrift must follow fawning.

recently, a delegate from Tennessee declared that there was plenty of money in the National Treasury to aid the farmers and added: "We are going to have that money in this crisis, or vacate the capital at Washington." Thus one warfare provokes another. This is a time for thinking and not for threats.

While the South is in urgent need of money to help move its cotton and the West for cash to move its wheat, and while a general demand for the revival of American shipping is heard, the La Follette-Seaman's Bill was passing through the House of Representatives without a roll call! This bill is so fantastic and oppressive that it would drive America's shipping from the seas. Even the Democratic *New York World* demanded a veto if it reached the President. There is no difficulty about restoring the American Flag to the seas. Vice President P. A. Franklin of the International Marine Co. publicly states that "if the United States Government will grant us the same terms that the British Government gave to the Cunard Line, this Company will immediately begin the construction of two steamships that will be equal to the *Mauretania* and the *Lusitania* and the contracts will be let to an American shipyard." This is the way to restore American shipping. Why not adopt it?

While the cotton and wheat growers are seeking the aid of the Federal Government and of the bankers, the knit goods manufacturers, alarmed over the shortage of imported dye stuffs from Germany, are appealing to the Standard Oil Company to aid in establishing the manufacture of dye stuffs in the United States. At the same time the Department of Justice at Washington is giving to the press a statement that it is preparing to renew the prosecution of the Standard Oil Company on the charge that it has not been completely dissolved, and Senator Reed, of Missouri, is insisting on amending the Clayton Bill so as to limit corporations to a capital of \$100,000,000. As if this were not the day of big things, big opportunities and big business.

If the people of the South and West and of the whole country will follow the example of the Democrats of New York State and of thoughtful men everywhere and enter a protest against further warfare on business, the bars against prosperity will be taken down quickly and the nation will rejoice.

Law and Order at Stake

ASTONISHING misapprehension exists among the newspapers regarding the cause of the mining outbreaks in Colorado, Montana and Michigan. These approached a condition of fierce civil war. Federal troops for weeks have been guarding the mines in Colorado, and recently were called for in Butte, Montana. The Michigan trouble ceased long since. The difficulty in none of these states arose from a controversy between Capital and Labor.

The warfare in Colorado was caused by the demand of a few outsiders for recognition of the miners' union, though the 14,000 men working in the Colorado mines, and earning the highest wages paid in any coal-mining region in the United States, had made no demand for general changes in conditions. The committee of Colorado mine managers charges that the campaign, in the Colorado mines, was in the hands of a committee of the United Mine Workers of America and that, for salaries and expenses, the members of this committee were paid at the rate of from \$66 to \$90 per day, and that Mother Jones, the notorious agitator, received at the rate of \$42 a day for her performances! The struggle in Colorado was not between Capital and Labor, but for preservation of Law and Order, and maintenance of the constitutional privilege of every man to work where, for whom, and upon such terms as he may see fit.

In Butte, Montana, the protracted period of violence now culminating in bloodshed is due to a fight between the Western Federation of Miners and a new union organization known as the Butte Mine Workers. Friends of the latter charge that the leaders of the former have been personally

benefited by their control of the miners' union. The new organization demands that the miners abandon their old and join the new labor association. When these demands were refused, a mob drove the members of the old union out of the city on peril of their lives. Dynamite has been used to blow up offices, and blood has been shed. The court house and jail where miners were imprisoned for rioting have been heavily guarded. Business men and mine managers, helpless under such conditions, with a Socialist mayor who could not or would not meet the emergency, appealed first to the state authorities and finally to the federal government for protection.

Thus, in two states, and not long ago in a third, Michigan (where the Calumet outbreak continued all last winter), the public peace and welfare have been endangered and law and order defied. It is significant that the Las Animas (Colorado) grand jury, which for two months and a half had been investigating the charges growing out of the coal strike, has just reported that the wholesale destruction of property and the killing of men, women, and children were the work of armed mobs made up of the members of the United Mine Workers of America and their known sympathizers; that national officers and leaders of the union purchased and supplied the firearms to these mobs for the purpose mentioned; that many persons connected with these outrages were shielded and secreted by union officers, and that these operations were largely instigated by men who were not residents of Colorado. Six arrests have been made on these indictments and the accused include William Diamond, International Organizer of the United Mine Workers, three saloon keepers and two strikers—all charged with murdering mine guards.

These facts are recommended to the careful consideration of the demagogues at Washington who, under the threats of a few well-paid labor lobbyists, and not at the demand of the working masses, were determined to exempt labor unions and agricultural associations from the operations of the anti-trust law. The unfairness of this exemption was brought out with convincing logic by Senator Pomerene of Ohio in a masterly argument recently, which received general approval.

We also recommend consideration of the above facts to the twenty-six senators who recently defeated Mr. Borah's amendment granting employers the right to claim a jury trial in contempt cases arising from alleged violations of the anti-trust laws, the same as employees may claim as a matter of right under the amended Clayton bill. Why refuse to the employer the same protection that the statutes give to the employee?

The working masses of this country have no sympathy with political labor leaders whose sole purpose is to make a fat living out of their advocacy of the cause of labor. The break in the Miners' Union in Montana, based upon charges by members of the new union that leaders of the old union are profiting personally by their leadership, tells its story. The revelations of the *Chicago Herald*, regarding the selfish conduct of certain labor leaders in that city, has made a profound impression.

The boast of the few political labor leaders is that they control the vote of the workingmen of the United States. They do nothing of the kind. The workingmen, whether connected with organized unions, or acting independently, control their own votes. They follow no leader. No voter is more independent of control. It is amazing that politicians have so long been terrorized by a threat that no longer carries weight.

The Plain Truth

VENGEANCE! The people want prosperity. They may be fooled part of the time by demagogues; they may risk experimental legislation; they may believe the false and foolish promises of little men with big mouths, but they will watch the results. If these are not satisfactory, if promises are not kept, if pledges are broken or if prosperity is imperilled, the people will wake to a realization of what they have suffered and will execute stern vengeance on those who have misled them. Wait and see!

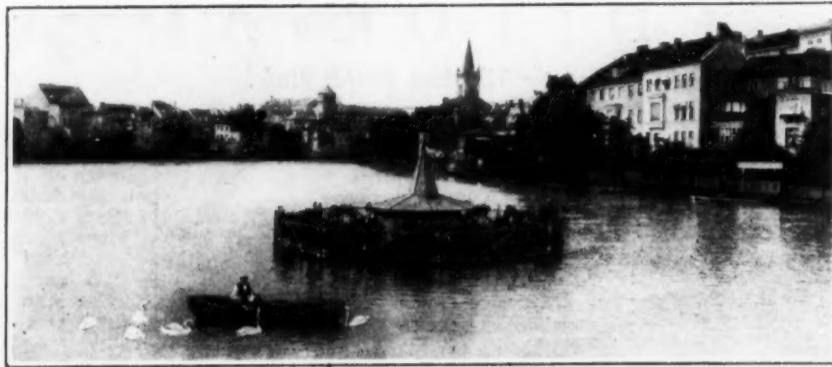
OFFENDED! An automobile manufacturer threatens to take all his freight business away from the Erie Railroad because President Underwood of the Erie is quoted as having blamed the automobile, the moving pictures, chewing gum, and similar indulgences for the recent slackness in business. The automobile must be one of the necessities of life or it would not be in such general use. Yet there are lots of persons who have automobiles that cannot afford them, just as there are thousands of others who might better save the nickels the moving pictures, ice cream parlors, and gum dispensers gather from them by countless millions. If the automobile makers wish to boycott some one who has really done them harm, let them join in the movement of Henry B. Joy against the yellow journals and muckraking magazines that pursue a course destructive to the success of every business enterprise, automobile making included. The swing of the pendulum in the business world is altogether against the destructive publications and with very good reason. But for them, President Underwood need not have spoken.

Progress of the War on Land and Sea

By W. NEPHEW KING, Late Lieutenant U. S. N.

THE startling developments of the European war served to illustrate the wonderful preparedness of the German war plans, and the power that comes from unity of policy and action. The forty-fourth anniversary of the battle of Sedan, September 1, found the Germans nearly 3,000,000 strong, in a desperate battle with superior numbers in two principal theatres of war, and holding their own, or making distinct gains.

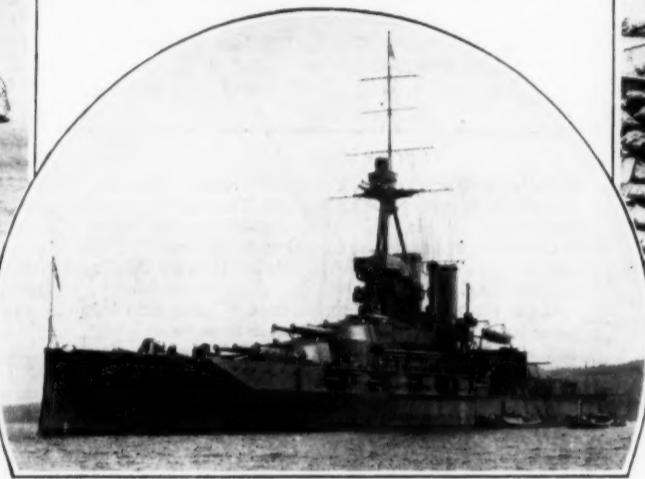
The greatest interest centered in the operations along the French frontier, where the British troops, holding the left wing, were being steadily pushed back toward Paris by overwhelming



KONIGSBERG INVADED BY RUSSIANS
The beautiful city in East Prussia was occupied by Russian advance guards August 30. It is reported that the forts were not reduced, and the Russian advantage is doubtful.



ONE METHOD OF DROPPING BOMBS
In this French aeroplane the "observer" is protected by a head shield, and aided by an optical instrument in determining when he is exactly over his target. The bombs are released by hand.



SIR JOHN JELLIFFE'S FLAGSHIP
The *Iron Duke* is the headquarters of the British "Home Fleets" comprising all the vessels in the waters around Great Britain. It was on board this vessel that the successful raid on the German fleet off Heligoland was planned.



BELGIAN SOLDIERS FIRING ON GERMANS
This picture was taken during the fighting in the outskirts of Louvain, which town was afterward destroyed by the victorious Germans. The Belgians threw hasty barricades of brush and debris across the roads.

numbers. The center and right of the allies held their ground. Not less important however, were the operations in East Prussia where the seemingly invincible Germans gave the Russians a severe check, perhaps even a defeat, despite their vastly superior numbers. Austria did not succeed in her invasion of Russian territory, and her great army of half a million men was badly defeated. On the whole, Sedan Day, while it brought no decisive action, found the Germans steadily advancing toward Paris against most heroic resistance.

The one point scored by the allied forces was at sea, where the best traditions of the British navy were upheld in a night attack on the German light cruiser and destroyer fleet lying off the island of Heligoland on August 29th. The enemy's vessels sunk or put out of action were only light cruisers and destroyers and the result will have more of a moral than material effect on the campaign. In this engagement the Germans have little to console them beyond the satisfaction of having been defeated by overwhelming odds and of having gone down with guns firing to the last, and a song of the Fatherland on their lips.

In the mist of the early morning, a small detachment of English destroyers crept within the German lines between Heligoland and the sea. An aeroplane, on scouting duty, gave the alarm, and out of the night steamed a small flotilla of German destroyers. The Englishmen, by retreating, lured the enemy into the open sea, where other English destroyers were awaiting them.

As soon as the action opened between the destroyers, a detachment of light German cruisers came to the aid of the smaller vessels and the engagement became general. The first shot from the English cruiser *Arethusa*, the parent vessel of the destroyer flotilla, put the forward gun of one of the German cruisers out of action. She then poured broadside after broadside into the others. Her fire was excellent, and soon another of the German cruisers burst into flames. Just as a chance shot from one of the Germans struck the engine room of the *Arethusa*, doing considerable damage to her machinery, the other British light and battle cruisers, laying-to in the offing, steamed into action and opened upon the Germans with their heavy guns. Their execution was terrific, the first shot from the British battle cruiser *Lion*, flagship of Rear-Admiral David Beatty, sinking one of the enemy's cruisers. The German fleet, in the face of such overwhelming odds, then fled in the direction of Cuxhaven. They were relentlessly pursued, however, by the English destroyers who kept up a merciless fire from their 4-inch guns.

The result of the engagement was the sinking of the German cruisers *Ariadne*, *Mainz*, and *Koeln*, and two destroyers. The casualties were 900 Germans killed and 300 wounded and taken prisoners. The British loss was 69 killed and wounded, among the former being two well known officers, Lieut-Com. Nigel K. W. Barttelot and Lieut. Eric Westmacott. None of the British vessels was seriously damaged and they will all be ready for service within a week or ten days.

On the land, the great German War Machine, like a steel fortress surrounded by fire, has moved across Northern Belgium with bewildering rapidity. One by one fortifications, which military experts supposed were impregnable, have been either reduced by siege guns or forced to surrender without a shot. Namur, which it was thought would hold out with the superb heroism of Liège, surprised the world by capitulating

The victories conceded to the Germans however, by both British and French officials, are sufficient to show that the latter realize a serious situation. Lord Kitchener, who is anything but an alarmist, predicts a three years' war, and admits that England is menaced and says that an army of 1,000,000 men should be mobilized at once. It is even believed that England will be forced to abandon her plan of calling for volunteers and follow the continental method of compulsory military service for every able-bodied man. Each war in which Great Britain has been engaged has demonstrated the superiority of the continental method and the

absolute impossibility of producing an efficient fighting force except by compulsory service. Though patriotism may be inborn, and no country has ever suffered for lack of it at her crucial moment, the personal factor in war has become more of a necessity than ever.

War is not now a question of man to man, and victory to the stronger and braver. It is a question of machine against machine and the need of skilled operators to direct and manipulate them. With the perfection of the rapid fire gun, projecting bullets at the rate of one thousand a minute, it is not so much "the man behind the gun," as it is the "gun behind the entrenchment," and the ability of a specialist to repair the mechanism if any part should fail to work. In times of need men cannot now be taken from the field, the bank, the counting room, or the store, and expected to learn the intricate art of war in a day, even though they may have zeal and patriotism galore. Just as all professions differentiate into specialties, so has that of the soldier.

The triumph of German arms in Belgium has been, to a certain extent, marred by reports of almost unbelievable cruelties, acts which, if true, violate not only the ethics of war but international law as well. Women, children, and old men are said to have been shot down in cold blood and their bodies mutilated. These stories do not come as idle rumors, but have been confirmed by the Belgian Foreign Office—in fact, they have been put in the form of official charges, each made under oath by municipal officers of different cities, and transmitted to the Belgian Legation at Washington. It is said that they will be placed before President Wilson, with an urgent request that the United States insist that the great war shall, henceforth, be carried on in accordance with the laws and usages of humanity.

These are serious charges against a civilized nation and, if true, are not likely to quicken the sympathy of neutral nations for the German cause. In time of war, however, when passions are ever at a fever heat, insignificant actions are often magnified beyond measure, and strictly military necessities pronounced cruel and inhuman. If the enemy does not see fit to remove his women and children from the line of fire, it is his own fault and not that of the opposing army, if they should be killed. There is nothing to be gained, and everything to be lost, however, if, after the action, troops should indulge in wanton cruelty and torture.

Another charge against the Germans is that of operating one of their war Zeppelins over the city of Antwerp. This balloon is said to have hovered over the town during the night and dropped a number of bombs filled with a powerful high explosive. These fell, not upon fortifications or armed men, but in the homes of non-combatants—killing at least ten people, one of them a mother with a child at the breast. A number of private houses were also destroyed or set on fire.

Antwerp is a fortified city, but not yet formally besieged. International law does not inhibit the bombardment of a fortified place either from the land, the sea, or the air. It does state explicitly, however, that due notice must be given of an intention to bombard, and twenty-four hours allowed the enemy to remove the women, children, and non-combatants. This mad attack from the air, in the darkness of the night, seems not only unjustifiable but wantonly inhuman, and did not have even the semblance of a military necessity.

Had not the heroic defense of the little neutral state stayed the march of the invaders for at least two weeks, German guns would now be thundering at the defenses of Paris. And yet, either through incompetency or criminal carelessness, Belgium has been left to her fate. Is it strange, then, that she should have surrendered Namur and allowed the German army to occupy Brussels without resistance? It would have been far better for her, from a material standpoint, had she allied herself with the Germans and permitted the use of her territory as a base of operations against France. If, in the end, the cause of the Allies should triumph, little Belgium's reward should be big enough to make her one of the richest states on the Continent.

The censorship is still so strict that no details of the great battles in Belgium have been yet given to the world.

People Talked About



WAR KINDERGARTEN FOR PRINCES
The Crown Prince of Germany at the head of the Death's Head Hussars, is carrying on his saddle his second son, Prince Louis Ferdinand, while his eldest son, Prince Wilhelm, is mounted on a pony. Thus early in life is the military idea instilled into the Hohenzollern mind.



SAYS ENGLAND FACES GRAVE CRISIS

Earl Roberts, the venerable but active Field Marshal of the British army, has issued a warning to England, saying that the war constitutes a grave crisis that will call for every resource of men and money that the Empire can provide.



DR. CARREL VOLUNTEERS WITH FRENCH
One of the world's greatest physicians, a member of the Rockefeller Institute of New York and recipient of the Nobel prize in medicine, 1912, has volunteered his services to the French army. He is a native of France. It is said he will be placed in charge of a vast military hospital at Lyons.



DUCHESS IN CHARGE OF HOSPITAL
Millicent, Duchess of Sutherland, one of the most prominent peeresses of England, volunteered at the beginning of the war, as a Red Cross nurse, and was sent from France to Belgium, where she has charge of both French and English Red Cross work. She is in personal charge of a hospital at Namur.



NICHOLAS F. BRADY.

Well-known New York financier who is prominent in London in assisting the American Relief committee and in aiding stranded Americans by cashing their negotiable paper when the bankers refused it.



HE WON ENGLAND'S FIRST NAVAL VICTORY

Rear Admiral Sir David Beatty, who commanded the daring raid on the German fleet in the Bight of Heligoland, resulting in the destruction of five of the enemy without the loss of a ship. The Germans were lured away from the guns of the forts by the appearance of a light cruiser, apparently unsupported. Admiral Beatty is married to a daughter of the late Marshall Field of Chicago.



SEVENTY YEARS OF WEDDED LIFE
Mr. and Mrs. Shadrach M. Sellers, of Paola, Kan., celebrated the seventieth anniversary of their wedding on August 31st. Mr. Sellers is in his 93rd year and his wife is four years younger. They are both active. They were the parents of twelve children, nine of whom are still living.



A ROMANCE FROM GEORGIA
Mr. and Mrs. Thomas Pickrons, of Colquitt, Ga., were married recently. They were youthful sweethearts, but drifted apart and met again only recently. They were both born in 1849, were both widowed and each has seven children, twenty-four grandchildren and one great-grandchild.

Pictorial Digest of the

Drawings and Photographs by

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TURKEY MOBILIZES HER ARMY
LA TURQUIE MOBILISE SON ARMÉE
DIE TURKEI MACHT MOBIL

The attitude of Turkey caused great uneasiness to the Allies. By September 1 she had mobilized 200,000 troops, all Mohammedans, and it was reported that nearly 100 German officers were with them. If Turkey should join with Germany a religious war by all Mohammedans is feared. Great Britain has 300,000,000 subjects of that faith and France also has many millions in her colonies.



BRITISH TROOPS LEAVING FOR THE CONTINENT
LES TROUPES BRITANNIQUES PARTENT POUR LE CONTINENT
ABFAHRT DER ENGLISCHEN TRÜPPE NACH DEM CONTINENT
This photograph, made exclusively for LESLIE'S, shows a contingent of British infantry, mobilized near London, and on the move to the coast. These men have been in the thick of the fighting on the French frontier. Note their hospital supply wagon. Even personal messages from officers to their families are carefully censored to prevent any mention being made of their whereabouts on the Continent.



COPYRIGHT LESLIE-JUDGE CO. BY ARRANGEMENT WITH THE GRAPHIC
PARIS PREPARES FOR A SIEGE
PARIS SE PRÉPARE POUR LE SIÈGE
PARIS BEREITET SICH AUF BELÄGERUNG VOR
Activities of the military automobile service in the outskirts of the French capital. The government has been removed to Bordeaux.

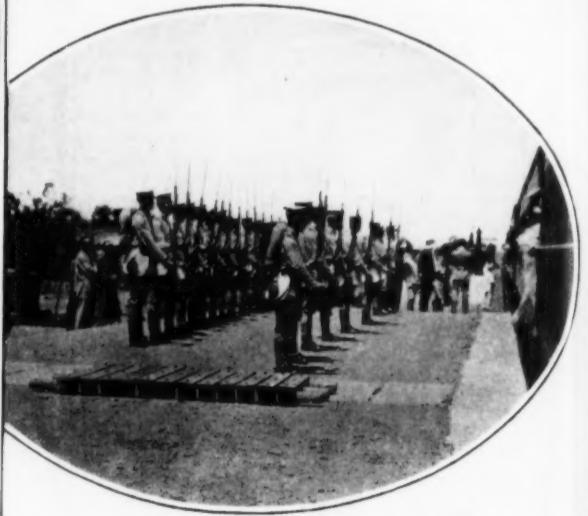


THE HEROIC BELGIAN WOMEN
LES FEMMES HÉROÏQUES DE BELGIQUE
DIE HELDENMÜTIGEN FRAUEN BELGIENS

The women of Belgium are not less patriotic than the men. They have exhorted the soldiers to die bravely, have carried food and drink to them on the firing lines, and have proved veritable ministering angels to the wounded and dying. This drawing, by Frank Dadd, is from the descriptions of an eye-witness to the scenes in a military hospital. The German government has officially annexed Belgium to the German Empire. The entire country, with the exception of Antwerp and a narrow strip along the North Sea, is in the hands of the Germans.



COPYRIGHT LESLIE-JUDGE CO. BY ARRANGEMENT WITH THE GRAPHIC
DRAGOONS DEPARTING FROM PARIS
DRAGONS QUITTANT PARIS
DRAGONER VERLASSEN PARIS
This spirited drawing by an artist on the spot shows a troop of dragoons passing through the Rue de Rivoli, Paris, on the way to the front.



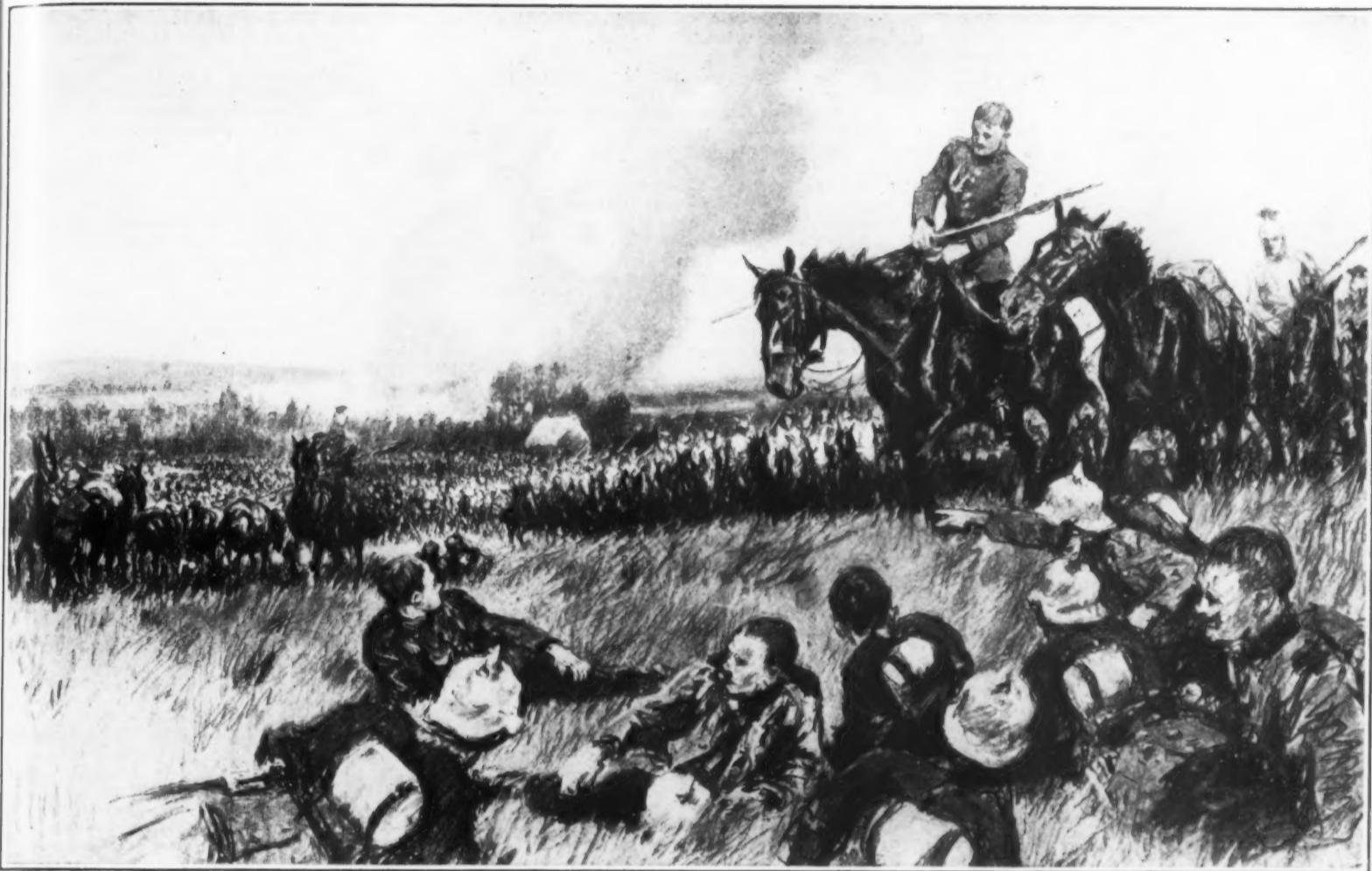
KIRKLAND
CHINA'S CRACK TROOPS NEAR TSING-TAO
LA FLEUR DE L'ARMÉE CHINOISE PRÈS TSING-TAO
AUSERLESENSTE CHINESISCHE TRUPPEN VOR TSING-TAO

Japan has landed at least 20,000 troops at Lung-kow, 100 miles north of Tsing-tao, thereby violating the neutrality of China. A protest has been made by the Chinese government, which Japan politely acknowledged, but continued to land troops. The detachment of Chinese troops in the photograph are saluting General Chang Tso Sing, the commander of the army in North China. These troops are well drilled and equipped. Japan, it is rumored, has secretly dispatched a large body of soldiers for southern France.

The World's Greatest War

Leslie's and The Graphic Staffs

Edited by the Leslie-Judge Co.



NECESSITY KNOWS NO LAW

NECESSITÉ NE CONNAIT PAS DE LOIS

NOT KENNT KEIN GEBOT

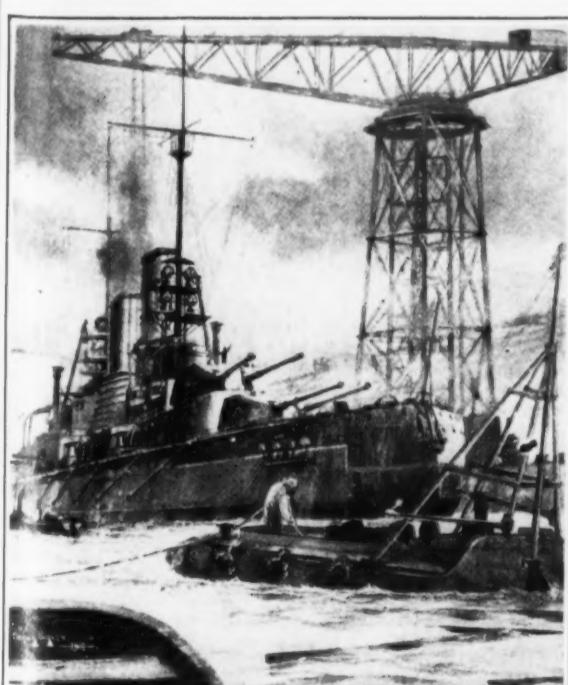
The German advance through Belgium has been marked by terrible devastation. Our striking drawing by Gilbert Holiday shows the destruction of Visé, the first Belgian village burned by the invaders. The inhabitants are either prisoners or fugitives in Holland. The Germans claim that the destruction of Visé, Louvain and other towns was a military necessity because civilian inhabitants shot German troops. At Louvain a young boy shot a German soldier, which brought on a fight between the citizens and soldiers. The total destruction of the city followed, with all its priceless historic treasures, great University and wonderful old churches.



CANADIANS CATCH A SPY

LES CANADIENS AR-
RÉTENT UN ESPION
DIE CANADIER NEHMEN
EINEN SPION
GEFANGEN.

An alleged German spy was arrested at Lethbridge, Alberta, charged with attempting to blow up the Canadian Pacific railroad bridge at Crow's Nest Pass, pictured above. He had 23 kegs of giant powder in his possession, and the police say the evidence against him justifies his execution. The bridge is over a mile long, and its destruction would stop all through traffic on the Canadian Pacific, over which the troops from western Canada are being moved to the Atlantic seaboard, for transport to Europe. Canada is showing the most enthusiastic loyalty to the British Empire.



GERMAN BATTLESHIPS NEARING COMPLETION
LA CONSTRUCTION DE CUIRASSÉS ALLEMANDS PRESQUE
TERMINÉE

BAU DEUTSCHER KRIEGSSCHIFFE DER VOLLENDUNG NAH
Germany has three battleships nearly completed at Wilhelmshaven, and work on them is being hurried to the utmost. They are the *König*, shown here, the *Markgraf* and the *Großer Kurfürst*. The *Kronprinz* is in an advanced stage of construction and the battle cruiser *Derfflinger* is on her trial trip. The *Lützow* will be completed within six months.

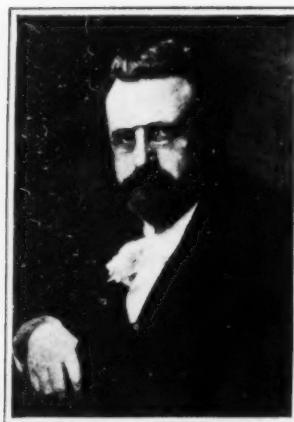


MOBILIZATION OF RUSSIAN RESERVES
MOBILISATION DES RESERVES RUSSES
MOBILISIRUNG DER RUSSISCHEN RESERVEN

This photograph, made especially for LESLIE'S, shows Russian troops on their way to headquarters. These are the types of men of which Russia is prepared to pour millions into Germany and Austria. It is reported that a large contingent has been sent to Great Britain via Archangel, on the Arctic Ocean, from where they will be sent to reinforce the Allies, probably in Belgium.

The Race Question as a Cause of War

By DR. ERNST RICHARD



DR. ERNST RICHARD

EDITOR'S NOTE.—*Dr. Ernst Richard, the writer of this article, is of German birth but a naturalized citizen of the United States, and for more than thirty years has made his home in America. He is a prominent educator, at present Lecturer on German Civilization at Columbia University, and among his many activities for the public good is the founding of the New York Peace Society and the German-American Peace Society. He is the author of*

European civilization. What is outside of the influence of the nations just described has been considered, at least during the last century and until now, more or less as un-European and half Asiatic. Russia and the smaller Slav nations, not nearly as closely related to Russians as the English are to the Germans, have stood as a great, strange unit as against the advanced nations of the West. The upper strata of the population had indeed embraced Western civilization, but it was considered up to the time of this war to be a very thin and superficial varnish only. Now in this great struggle, which has been prophesied to Germany as unavoidable for forty-four years, we find the two leading nations of the Western civilization in alliance with the dominating power of the East. The fact that Austria-Hungary is Germanic only in part, the German language being spoken as the vernacular by somewhat over one-third of the population, does not change the general distribution of standards in this struggle. It has been considered the mission of Austria, well fulfilled for many centuries, to introduce her non-Germanic citizens into the Western type of civilization. It was for this reason that the Berlin Congress entrusted her with the administration of Bosnia and Herzegovina, which, by the way, were provinces taken from Turkey, and not from Servia as one would be inclined to believe from the complaints of the Serbs and the expression of the daily papers. The Serbs comprise only forty per cent. of the population, many of them hating the Servians of the kingdom much more than do their fellow subjects of the Austrian crown.

Whoever is inclined to doubt the German claims as to this race issue ought to read the Slav papers before and since the beginning of the war, which invariably refer to Austria-Hungary as the German enemy or oppressor. And if it

colonial empire of France with her low rate of increase of population as compared with Germany with her annual increase of nearly a million is obvious. The Germans certainly could not understand why everybody should cry out against her when she, with her enormous density of population, tried to take hold of some colonial lands or even to find new markets for her manufactured goods in exchange for foodstuffs to feed her millions. Furthermore, the Germans could not understand why, compelled by France to enter into a war in order to be allowed to unite as a nation, she should not take back the provinces taken away by France. For even if they had forgotten their history the ruins of the Heidelberg Castle and other indelible traces as well as the inestimable works of art and scientific and literary documents of her own past history in the Paris museums and libraries, where they had to go to study them if they wanted to know their own past, continually reminded them that France had invaded Germany not less than twenty times within one century.

With all this in mind, the Germans proceeded to make use of the opportunities offered by the long period of peace the young empire enjoyed. Not that war had not been threatened again and again, but Germany continually restrained from striking in spite of all provocations. I have no doubt that the leaders of the German nation honestly believed that by building up her army and navy into a most formidable instrument of defense and offense they could preserve the peace for all time; having given proof again and again that she did not intend to use her powerful weapons in a war of conquest, although many a time she would have had the excuse to fight under most irritating challenges, Germany hoped that she might gain the confidence of her neighbors before it had come to a clash. Of course there was a war party in Germany all the time, formed in part by the militarists, in part, however, by men who sincerely and, as present developments show, justly believed that the theory of armament being a guarantee of peace was a fallacy.

When Russian greed of conquest and Slav hatred against the Germanic nations and the contrast between Asiatic and Western civilization were called to arms by the revengeful spite of France and the commercial envy of England, who treacherously had sold the interests of progressive humanity to further their selfish ends, they saw that the bloody decision on the battlefield had become unavoidable. Naturally the unreconcilable spirit of revenge on the part of the French was always considered the greatest menace no matter what the political constellation was.

Unless we reproach the German Empire for entering into its colonial policy, for which it certainly had more excuse than any of its rivals, nobody can rightfully assert that the Germans have not faithfully adhered to the programme in that birth certi-

cate of the new Germany, when the first Emperor said on assuming the imperial crown: "We accept the imperial dignity, hoping that the German people will be allowed the reward of its enthusiasm and unselfish fight in a lasting peace and within the boundaries annihilated for centuries, against renewed attacks of France. But may God grant to us and our successors to be always the increasers of the German Empire, not by conquest of war, but by the blessings and the gifts of peace, in the fields of national welfare, peace and morality."

The old Emperor's prayer was granted as long as he lived. When the present Emperor only a short time ago celebrated the silver jubilee of his reign, the whole world praised him as the preserver of peace, except those of his subjects who foresaw this war as unavoidable and blamed the Kaiser's love of peace as a weakness, and even a failure in duty since he allowed the enemies of the Fatherland to become too strong. Now, when he refused, in view of the open war preparations of Germany's enemies, to wait until his people were stricken, when his urgent efforts to stay the Czar's hand were in vain, the same papers and the same people who then praised him in a Byzantine exaggeration revile him as the Satan incarnate. Let me quote again, this time from a speech of the present Kaiser which forms, so to speak, the prelude to all the developments from the agreement with England which gave Morocco to the French, under breach of treaties and in defiance of German interests, to the breaking out of the present war.

It was before the Kaiser started for his usual spring cruise on the Mediterranean in 1905 when by merely interrupting his trip by a two hours' stop and landing in Tangiers he accomplished the recognition of Germany's claims in the premises. I never could understand why the incident thus begun was considered a German diplomatic defeat. The Kaiser had announced that he would not allow Germany's interests in Morocco to be treated as a negligible quantity and demanded a conference of the governments that were parties to the treaty, about to be violated by the Anglo-French agreement. As this agreement was the beginning of the famous entente it founded the new friendship on unrighteousness from the start. It is one of the things which the German mind cannot understand that at that time nothing of the inflated moral

(Continued on page 283)



THE GUNS THAT REDUCED BELGIAN FORTS
German field battery on the march toward the frontier. These guns are of the lighter sort, but it is reported that 11-inch siege guns were turned against the forts at Namur.

IT may seem curious to the average American reader, who has not interested himself sufficiently either in history or the game of international politics, that in a war where one Germanic, one Latin and one Slav nation—to confine myself only to the principals—are arrayed against one Germanic and one nation composed both of Germanic and Slav people, the race question is brought forth as an issue. If previous knowledge had not given foundation for this belief the fact that the masses gathered in Vienna in front of the bulletin boards bearing the announcement of the declaration of war against Servia spontaneously and like one man began singing "Die Wacht am Rhein" would have shown the presence of the race spirit. Sticklers for accuracy may take exception to the use of the word "race" altogether in this connection. Though when England is accused of race treachery the word is used in its most scientific and appropriate sense, for in this war it is she who calls her Mongolian ally of Japan to arms against her Caucasian rival, and nobody is able to say whether the yellow hand after striking against the white man twice in the West will not turn the weapon the next time towards the East.

We are compelled to use the expression "race" when we speak of ethnological differences for lack of a better word. What we usually call "race," meaning the nationality of one people as differentiated from another, is the result of three different influences: the physical constitution, largely influenced by geographical and climatic conditions, the common language, and the common traditions of institutions and customs which we might comprise under the name of culture. Where these three combine for a certain length of time a certain type, or, as we usually say, racial character, is developed, and in everyday language when we speak of a German or English race, this is what is meant by it.

The racial character of the German and English was developed during the 4,000 years or more their ancestors lived together in what is now central and northern Germany and southern Scandinavia. It is well known that the Jutes, the Angles, and the Saxons were German tribes, not simply members of the greater Germanic family comprising the Scandinavian and those splendid Eastern Germanic peoples who, joining their young and vigorous strength to the degenerating inhabitants of the Roman Empire, formed the so-called Latin nations. Much more than is generally supposed, not only the biological status of the senates, but also their institutions, were influenced by these Germanic accessions. This, together with Christianity, has been the foundation of our Western or

needed an official confirmation this was furnished during the preparation of this article by the manifesto of the "Grand Duke Generalissimo" of the Russian army, published in a translation of its original text by the New York *Times* on August 15th and 16th of this year. In this he "desires every man under his command clearly to understand that the present war has been provoked by the enemies of the Slav people." If the French and the British people after this still fail to recognize in what fight they are supporting the Russians then there is no use of further argument. Russia has been counting on the disaffection of the Austrian Slavs all along and is now bidding for the good will of the Poles with a promise which it never intends to keep.

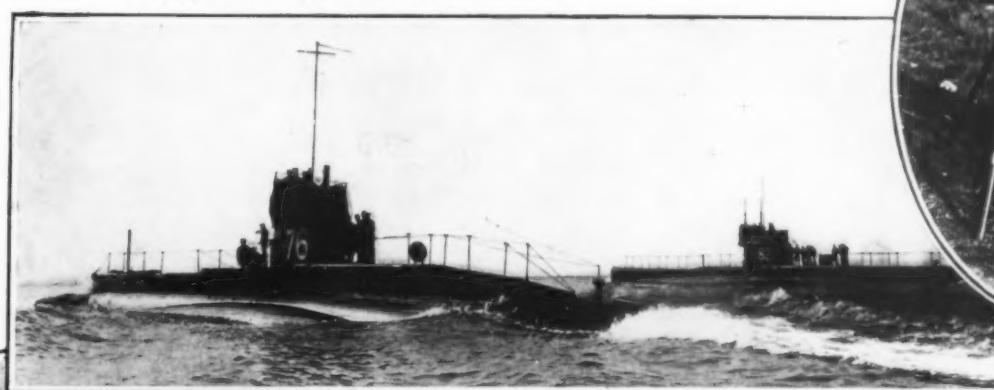
Before the beginning of this war nobody within the sphere of influence of Western civilization ever expressed any doubt as to the greed for conquest attributed to the Russians. For generations Russia had been considered a menace to India. Her successful designs on a large part of China are well known. Her attacks on Germany began as soon as the weakness of the old empire allowed them to go unpunished, and already in the times of Ivan the Terrible, the Baltic provinces were torn away from her. The conquest of Poland would have brought Russia within twenty miles of Berlin if Prussia had not taken its share in the division. All along the eastern boundary of the Slavic part of Europe a slow and continuous contest has been going on before our eyes both in Austria and Germany. The utterances of the Russian press and that of the other Slav nations could leave no doubt that the Slavs dreamt continually of a westward extension of their power. All this, I repeat, never was denied either in France or in England or in America before the two former nations saw it to their interest to engage the help of the great Slav giant in their efforts to crush Germany. They could not forgive the young empire that had demanded its "place in the sun;" that had disturbed their plans of the division of the world amongst themselves and demanded its share.

The Germans think that if any nation is entitled to a large share in the colonies of the globe, it is she who within her narrow boundaries of an area not as large as the State of Texas shelters 7,000,000 more white people than the whole of the British Empire, that is, Great Britain, Ireland and all the colonies. The incongruity of the vast

Why England is in the World War

By JAMES J. PEARSON

EDITOR'S NOTE.—*Mr. Pearson, a native of Great Britain and an engineer of worldwide reputation, was for many years intimately connected with the land and naval armament problems of Europe and Japan. He is also familiar with political and industrial conditions that are not generally understood. Naturally, he writes of the war from the British point of view, and LESLIE'S offers this striking article on that understanding.*



GUARDING BRITISH COASTS

BROWN BAGS.
Submarines of the Royal navy. They are depended upon to put the Kaiser's dreadnaughts out of action in case of a general engagement at sea.



PRESS-GAUCHE/COPIES LTD.

UNEASY ENGLAND
The North Sea coast of England is practically without fortresses, but a most vigilant watch is kept against hostile ships or air craft. The illustration shows the latest heliograph, whereby signals are flashed by reflected sunlight.



PARNELL.
UNIQUE FEATURE OF ENGLISH REGIMENTS

Most of the British infantry regiments have attached a company of mounted infantry. The illustration shows the magnificent horses of the army.

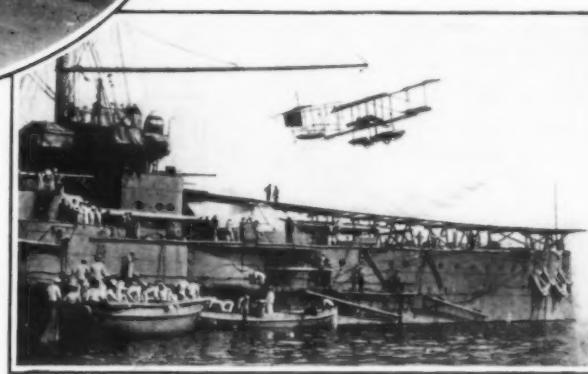
THREE are many learned ways of explaining why war should break out in armed camps, and a treatise could be spread through many learned folios. But the one-reason cause of the war is the ancient error of "New wine in old bottles," and the one reason of England's participation is—that a man shall keep his word.

The Germany of today is the assimilated product of the old States that, half a century ago, made up the North German Confederation. She is rich in industry, virile, buoyant and ambitious, and is seeking an outlet for expansion. This is all as it should be. No man quarrels with Germany's attempt at expansion. So long as she does not pull up the stakes and over-ride the metes and bounds of her neighbor's land, she can expand into every industrial and trade opening and into every unoccupied nook and corner of this fairly populous world.

Germany's first attempt at colonial expansion was in Brazil; but President Cleveland's drastic announcement of the Monroe Doctrine headed that off. Germany has never accepted the Monroe Doctrine. She is reserving that question for later consideration; but in the meantime, as the distance is great and the U. S. fleet might make itself unpleasant, the matter is allowed to remain open. Then she got a missionary killed in China, and received Kiao-chau as a satisfactory offset. She has a good slice of Africa; but the native Herreros have the pernicious trick of stealing her guns and using them to shoot outposts, so her troubles there are still unsettled. The logical expansion that she finally saw was the rich Turkish land of Mesopotamia, through to the Persian Gulf. She accordingly coquettishly courted with Turkey, and her railway to Bassorah is now nearly complete.

It happens, however, that Russia also wants to expand; for, in spite of her enormous seaboard, she has no port that is not ice-bound for some part of the year, and she has long cherished the notion of making Constantinople the key-port for her Empire. In the last Russo-Turkish war (1877) she would have taken this city but for British interference. Now the reason for Britain's interference, it must be understood, was never that she objected to the Russians having Constantinople but that Britain's Mohammedan subjects objected to it.

Constantinople is a semi-sacred city to the Mohammedan. The Sultan of Turkey was the civil head of the Church, and shared the government of the entire faith with its religious head, the Sheik-ul-Islam. Rightly or wrongly, the Mohammedan subjects of Great Britain regarded her as the natural protector of Turkey, and would have risen in rebellion if she had failed to keep the ikon of the Greek church out of St. Sophia. As there are nearly 300,000,000 of this persuasion under the English flag, it will readily be seen that attention had to be paid to their point of view; for a war with Russia would be much less disastrous to meet than a "Jehad," or holy war, with her entire Moslem subjects.



CORT. BERTY UNDERWOOD & UNDERWOOD.

THE BATTLESHIP'S AERIAL ALLY
Many of the British battleships and cruisers carry seaplanes of the type shown in the illustration. They can be launched from the ship by means of the elevated track over the forward deck.

highroad to Mesopotamia. Also a united Balkan nation was a future possibility, which would further block German expansion toward the sunrise and, probably, delimit the lands of Austria.

While this potential Balkan nation was still in embryo, an Austrian Grand Duke was assassinated, and Austria, possibly—and probably—at German instigation, declared war on Servia. This made Russia's opportunity; for a war with Austria would bring her France as an ally, and Britain, either as an ally or neutral. Her dream-goal of Constantinople would neither be blocked by a Balkan nation, nor by British guns in the Dardanelles. Germany's prospect for Mesopotamia and her, presumably, benevolent scheme for the ultimate absorption of British India, from the base of the Persian Gulf, dropped from its "place in the sun" and ceased to be "manifest destiny." Thereupon the slogan pealed from Berlin that the Slav is a race menace, and that England is a race traitor in ranging to the side of the Slav as against her kinsman the Teuton. But is this a Teuton war? And who is the Slav?

If Russia is Slav, then so also is Prussia. For Prussia is Po-Russia, the Russia of the Po.

The Prussian is not of the notable Teuton stock of Angles, Saxon and Jutes that came, under Hengist and Horsa, to defend an Angleland from the ravishment of the Dane. The Angleland of that elder time is the England of today, where freedom is a heritage and the anti-Saxon institution of the conscript is unknown. England has blood kinship with Germany, but only with part of it. Of the 65,000,000 population of the German Empire 40,000,000 are Prussian and, from the remaining 25,000,000, must be subtracted the 2,000,000 of Alsace-Lorraine.

This leaves England with 23,000,000 cousins-German, whose lot, under the goose-step and the war-college, she unites with them in deplored. She will do her resolute best to restore to them the lost honors of Saxony, Baden, Brunswick, and all the long roll of good names and ancient kin, in a reconstituted Germany, whose absent sons will feel the *heimweh* and the thrill of "Fatherland" in days when the thrust of the Prussian gun-butt and the slapping in the face of the Saxon recruit are remembered no more.

Now comes the tale of Prussian ambition and the doffing of the mask.

The Franco-Prussian war of 1870 taught the Prussians that martinet discipline is the way to win battles, and that

winning battles is an easy way to wealth. Also that there is a satisfactory resplendence in the millinery of war during the peaceful period of preparation, and a gratifying attention to the bearer of the sword that is not bestowed on the wearer of a business hat.

That ultra-great Prussian, Bismarck, saw this. He, and others of his far-seeing kind, devised a Cult of the Sword, and an epaulet-war-college aristocracy that will use the edge of a clanking sabre on a lame and unarmed cobbler who comes too near the upholstered person. The plea for increasing militarism was the fear of French revenge. But the fact was that the ever-growing Prussian army kept a moral strangle-hold on France, by forcing her to send her sons to camp, fort and barrack yard, when the industries of the nation were waiting for their help. The Prussian theory, that battle is an easy way to wealth, expanded to the development of a navy. A land force is limited for transmission when unsupported by a sea power. A navy can enter the open gates of the world. A Prussian land force could only march within the sea restrictions of Europe.

A navy was built, and trade-engrossed Britain was pacified by nursery rhymes and pretty speeches while it was being completed. When half completed its value, as against Britain, was doubled by the particularly able strategy of the Kiel Canal. This was first cut through as an inconspicuous ditch, for small produce and merchant carriage between the North Sea and the Baltic. When once cut, a few steam dredges soon made the canal big enough for the easy passage of the most super-extra-dreadnought that the dock-yards can turn out.

There was a bitter British outcry at the increase of the navy tax; but they are a long-suffering people. They contented themselves with shifting the East Indian capital from the seaport of Calcutta to the inland city of Delhi. They made an offensive and defensive treaty with Japan, which released English vessels from the Pacific for home-water defence. They also made a fighting agreement with France which left the French navy the big power in the Mediterranean and put more steel-clads in the English Channel.

Then came the Berlin slogan—from the blue; and the first Prussian promise was broken in an attack on Belgium, the little, treaty-protected, manufacturing kingdom, whose neutrality Germany had solemnly pledged herself to respect and defend. An attack on France, through Alsace, or other non-neutral territory, would have found the English slow on the opening gun. But the ruthless sweep over that small, neutral wedge of land warned England that the war-dog of Europe was off the chain, and left her no option but to maintain her part of the pledge that the Prussian had so dishonorably broken.

The English story is in the verse:

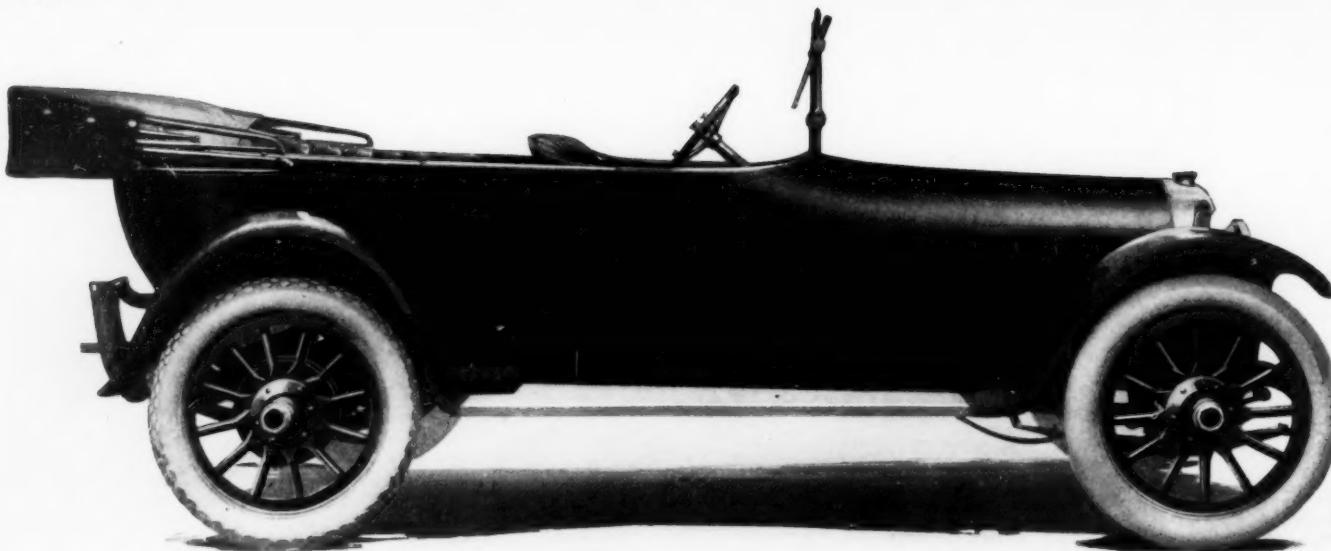
What course for England's honor,
But to man her sea-wall guns,
For the pledge of plighted promise
And the birthright of her sons.

The result of this war—and the development of it—no man can foresee. It has begun (a) by Prussian violation of treaty pledge; (b) by their violation of the international code in the indiscriminate sowing of long-life contact mines in water of open navigation; (c) their summary shooting of non-uniformed belligerents; (d) the dropping of Zeppelin bombs in the crowded market place of an undefended and unfortified town; and (e) the medieval piracy of levying ransom from the non-combatant population of an undefended and unfortified city.

It may be that every hamlet in Europe will unite to retaliate in kind, by poisoning the water supplies, burning the homesteads, stripping the land and harrying the line of march, and that the would-be war-lord will go down to history as William the War-Fool.

The Zeppelin has yet to be tried out and, while it may be more or less effective over crowded land areas, where the projectiles fired at it may do damage where they fall to manoeuvre over a warship in daylight would ensure its destruction from shrapnel or grapeshot, for in this case the fall of spent missiles is of no consequence, as they will drop into the sea.

(Continued on page 283)



Model Six-49 Touring, 6 cylinder, 5 or 7 passenger, Price \$1685, f. o. b. Pontiac

1915 OAKLAND "STURDY AS"

IN its long, clean, stream-line body, with all its weight and without extra fuel consumption, it is the beauty car of the year. With sturdy power it is the car of strength and reliability, and construction aiming directly at economy in out as the big buy for the man who values economy of operation.

In all, the 1915 Oakland possesses fifty refinements—improvements which place it full This advertisement tells briefly what some of

Points of New Oakland Superiority

THE motor of the 1915 Oakland is a marvel of engineering design. Without increasing either weight or fuel consumption, its refinements enable it to run at speeds of 2500 to 2600 revolutions a minute, with a proportionate increase in power developed. The cylinders measure $3\frac{1}{2}$ by 5 inches, giving a bore stroke ratio found to be most efficient in light car practice. The valves are made of Tungsten steel alloy, with increased diameters and increased lift. The gasoline feed is of a new system, eliminating the old pressure system and securing a constant flow to the carburetor regardless either of hills or the amount of fuel in the tank. The control is of the most improved type; the driver sits at the left with the control rods at his right, leaving free entrance to the front seat from either side.

The 1915 Oakland is designed with a remarkably low center of gravity; although road clearance is not lessened. This low body construction, together with the elimination of useless weight, greatly reduces the wear and tear on tires.

Cut Tire Cost

By the application of the official Tire Table originated by the Motor Department of LESLIE'S it is found that the New Oakland Four and Six carry but .435 and .443 pounds of weight respectively on each cubic inch of tire, whereas what is ordinarily considered good practice is a weight of .500 to .600 pounds on each cubic inch of tire volume. The life of tires on the New Oakland should thus

be at least 50 per cent. greater than would be the case if ordinary tire equipment were used.

The New Oakland body design makes the car one that will stir your pride. The broad running boards, the heavy crown fenders and the German silver V-shaped radiator add distinctly to the beauty of the stream-line effect.

The 1915 Oakland is fitted with a one-man top. It really is a one-man top. It may be put up or lowered by the driver alone, from within the car itself. The New Oakland is further equipped with the famous Delco system of starting and lighting. The electric headlights are provided with a dimming attachment for city driving.

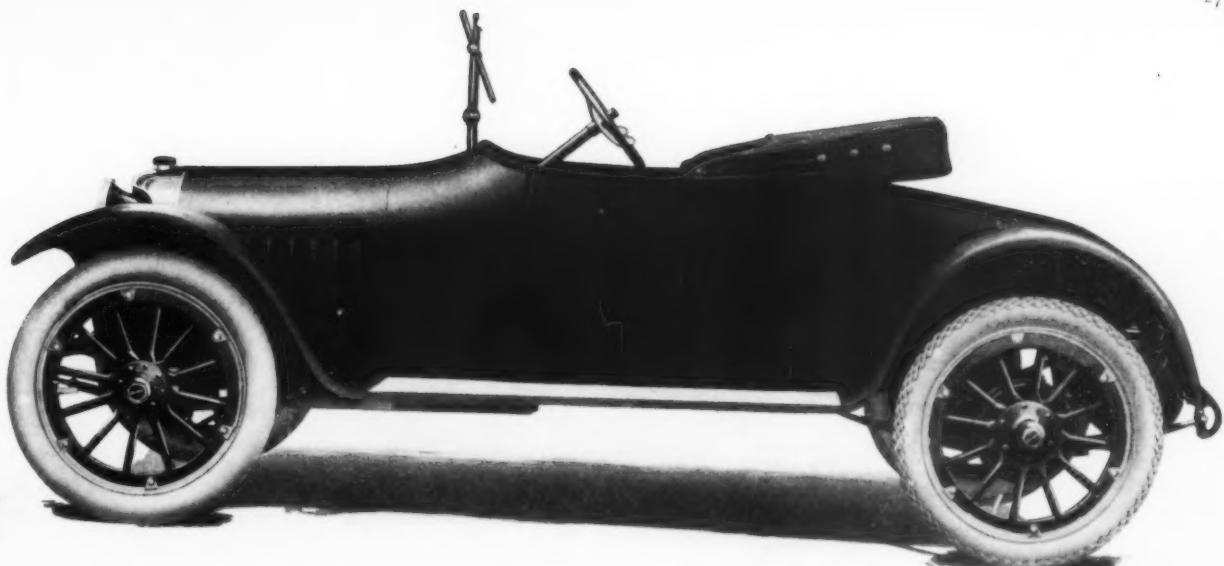
In the new design half the grease cups have been done away with. The gravity gasoline feed is supplied by an auxiliary vacuum system from the fifteen-gallon tank in the rear. The brake levers rest on rockers that clean themselves, requiring no oil. Even such small details as the placing of the signal horn button in the center of the steering wheel have been attended to. All in all, the new Oakland embodies every practical, modern improvement and convenience for the comfort and safety of both driver and passengers. The 1915 Oakland is a big car, a roomy car—a car that the motorist will be proud to invite his friends to ride in.

The Oakland is an established car, built by an established company. The Oakland Motor Company possesses a well-merited reputation for stability, reliability and conservatism. And this means everything to the car buyer.

The Oakland Motor Company still has a certain amount of open territory for agency representation. Letters from prospective dealers desiring to take advantage of what we believe to be a remarkable opportunity will receive immediate attention.



Model 37 Touring, 4 Cylinder, 5 Passenger, Price \$1,200, f. o. b. Pontiac



Model 37 Roadster, 4 cylinder, 2 passenger, Price \$1150, f. o. b. Pontiac

NEW OAKLAND "AS THE OAK"

With all angles eliminated, the New Oakland With a sturdy new motor which without extra consumption gives greatly increased driving reliability. In the many refinements of design economy in gasoline, oil and tire-wear it stands no its distinction and impressiveness with

One-hundred and one distinct improvements and reaches a full year in advance of all other cars. A few of these features are.

New Oakland



New Oakland Fours and Sixes

THE New Oakland is built in two models, a four-cylinder and a six. The Four is furnished either as a five-passenger touring car or as a two-passenger roadster and speedster types. The price of the Four, the Model 37 Touring Car, is \$1200. The price of Model Six-49 Touring Car is \$1685.

The Oakland Model 37 Touring Car is a stylish, comfortable pleasure car, seating five passengers easily. The graceful, low, 1915 Oakland stream-line body, the German silver V-shaped radiator, the heavy crown fenders and the broad running boards give distinction. The car looks big and impressive.

The four-cylinder, silent, Oakland-Northway motor furnishes more actual power than any engine will ever demand. The reduced weight of the car and the Oakland-Stewart vacuum gasoline feed give marked economy in fuel consumption. The Oakland Model 37 is fully equipped with standard Delco starting, lighting and ignition system, with automatic spark advance, Oakland one-man top, non-skid tires on rear wheels, divided windshield, Stewart speedometer, electric horn operated from center of steering wheel, electric headlights with dimming attachment, shroud light, tail light, tools, license tag brackets, and a host of other conveniences.

The wheel base of the Model 37 is 112 inches. The tires are 33x4, fitted on artillery wheels, with demountable rims; one extra rim supplied. Left-hand drive, center control. Springs: front, semi-elliptic; rear, three-quarter elliptic underslung. Brakes: emergency, internal

expanding; service, external contracting. Front axle, I-beam, drop forged; rear axle, one bearing, full floating. Transmission: sliding gear, selective type. Clutch: cone type, leather faced. In short, the Model 37 is a car built for quality through and through.

The Oakland Model Six-49 Touring Car is the handsomest six-cylinder car in America today. It is a seven-passenger car, seating five with the two auxiliary folding seats out of sight.

This car has the same graceful streamlines as Model 37, brought out more effectively by its greater length. Every mechanical detail has been developed in this model to the point of highest efficiency.

The Six-49 is as light in weight as is consistent with durability. The low center of gravity rendered possible by the underslung springs (obtained without decreased road clearance) makes this car decidedly easy riding and unusually stable on the road. From the unit-power plant to the one-bearing, full floating rear axle the mechanical construction is faultless. The six-cylinder, silent, Oakland-Northway motor is the most powerful motor of its size built in this country.

The specifications of the Six-49 are the same as those of the Model 37, with a few important exceptions. The drive is of the tubular shaft type, with torque arm. The springs are underslung, both front and rear. The tires are 35x4 $\frac{1}{2}$. The wheel base is 123 $\frac{1}{2}$ inches.

The man or woman who wants a strong car, an impressive car, a car with power and speed, should make it a point to see this New Oakland Six. Its easy riding qualities, together with the convenience of the driving mechanism, make it the incomparable moderate priced car.

See the New Oakland
Oakland Motor Car Company
Pontiac, Michigan

At the End of the Street

By GERALD MYGATT

FOR the fifth successive day the sun rose over the sweltering city in a dull glare of merciless, life-sapping heat. For the fifth successive day the gasping, perspiring millions prepared listlessly to exchange the nightmare of sleepless, torrid darkness for the dumb torment of dust-choked, blinding streets, of humid offices, of steaming work rooms, of moist, airless, gloom-shaded parlors. For the fifth successive day the newspapers told in big, black headlines of suffering and sickness and sudden death.

Alderman Peter Van Brunt mopped his forehead tenderly as he sat at breakfast in the half-smother of his apartment dining room. Before him was propped a paper, and as every other New Yorker who had the news was doing, he was reading the story of what at that moment was of more importance to him than anything else in the world—the heat and the prospect of relief. He read first the bare weather reports; then, as if fascinated, he went on.

He read of the parks swarming with wakeful thousands, sprawled out everywhere awaiting sleep. He read of the struggle for air on tin roofs which had been blazing all day long beneath the sun. He read of whole families seeking breath on fire escapes, on cornices, on every possible projection where human bodies could stretch themselves out. He read of death.

"It's a shame," he muttered to himself, "a shame. I can stand it all right, and so can everybody else who is lucky enough to possess a few creature comforts, but just think of those people on the lower East Side—the kids particularly. No ice, no air. Dozens of men and women and children all packed together in stuffy, dirty little rooms. No place to sleep, no place to live but out in those filthy, crowded streets. If there were only something we could do."

Throughout that long, hot day this thought swept and eddied through the mind of Peter Van Brunt. At five o'clock in the afternoon he shut his desk with a snap, dug his handkerchief around once more inside his collar and went down to the sizzling street. He was going over to the East Side. He could certainly find no better time for seeing the tenement district conditions at their worst.

"Take the Second Avenue L down to Rivington Street," his stenographer told him, "then get off and walk east. You'll see all you've ever read about, and more."

So Peter Van Brunt took the Second Avenue elevated to Rivington Street. There he got off. And even as he reached the ground, before he had the opportunity to turn fairly east, four inevitable essences, piling upon each other like the blows of a prize-fighter, bore swiftly upon him.

The first was smell—a combination of hot asphalt pavement, dried horse manure, stale food, pungent cookery, even more pungent humanity. The second was noise—the elevated railway overhead, the clanging of street car gongs, the roar of drays, hucksters shouting, women calling to their children, the children themselves screaming at their play, all in a bedlam of strident discord. The third was motion—wagons meeting and passing, bearded men and flat-footed women shuffling up and down the sidewalks, crossing and recrossing the streets, little girls and small boys dashing everywhere and anywhere. The fourth essence, back of all and above all, was just heat—damp, blanket-like, oppressive heat. Somehow or other the dirt and filth that were everywhere seemed to belong to this heat, and to be part of it.

Peter Van Brunt pulled off his coat and threw it over his arm. "Whew!" he breathed. Then as he caught sight of the fire escapes on either side of the street, jammed to their flimsy railings with great piles of bedding, he whistled softly again.

"Just think," he said to himself, "of the children who have to grow up in an atmosphere like this."

Along Rivington Street he slowly pushed, mopping his face and neck automatically, dodging long-bearded Jews in derby hats and black cutaway coats, making way every moment for women carrying bundles of clothes and packs of stolen firewood above their heads, turning aside at almost every step for the hundreds of diminutive boys and girls who seemed bent on throwing themselves under his feet.

At the corner of Clinton Street some kind-hearted street cleaner had turned on a fire hydrant. The water came out fresh and clear, but as it touched the pavement it changed to a dirty, greasy muck, running in a turbulent gutter stream to the next corner. In this little river there must have been splashing a thousand urchins, some of them lying down at full length, others having boat races

with chips, all of them dressed in the dual summer garment which the street boy holds so dear—a sleeveless undershirt and coarse blue cotton breeches, held up by a single suspender. Along the edges of the torrent, holding their universally pink-and-white skirts up daintily in a vain effort to keep them clean, were wading a few tiny girls. The rest watched.

As Peter Van Brunt stood by, he felt again that great wave of pity which had swept over him in the morning.

"Poor little kids," he thought. "They've got their instincts, just as human as anybody's, but I don't believe there are ten of them in this whole crowd who have ever seen a real country brook. It's a shame, that's what it is, a shame. I wonder—I wonder if we couldn't do something—if Tammany and the Fusionists and the different charities and churches and things—if we couldn't organize the thing, in a big way—and send every single child in this city out to the country for two whole weeks every summer. Not this individual charity idea—make it a city proposition—apply it to all public school children—pass an ordi-

questions. Hey you, Charlie, you go off now an' play with yer sisters."

"Aw, can't I play with the fellers, pop?" the youngster put in pleadingly. "We was gettin' up a game of cops an' robbers."

"All right. Go ahead. Only keep your eye out for them girls. Where are they now?"

"Makin' mud pies, I guess, down by the hydrant," called the boy over his shoulder as he raced away.

"The city isn't much of a place for children—do you think so?" put in Peter tentatively.

"Well—" began the man.

"No," said the woman, "you're right. It ain't."

"What do you do with 'em all day long, now that there isn't any school going on?" asked Peter. "The streets are certainly hot enough and dirty enough and dangerous enough."

"The husband cleared his throat meditatively. "Lena's right," he said, "and you're right. This city ain't no place for kids in summer. Charlie here, the one you just seen, he spends all day runnin' around under wagons or sneakin' in swimmin' with the gang off the end of one of these piers. The river ain't safe,"—Peter glanced at the swirling gray tide and shuddered—"and the streets are worse. But what are you goin' to do? The kids have got to play somewhere."

"Every time I hear the ambulance," the mother took up the tale with a feeble smile, "I catch myself wonderin' which one of 'em it is. Or even when I hear anybody yellin' or anything."

"Didn't you ever," queried Peter with his heart in his mouth, "didn't you ever think of sending them out of town?"

"To the country, you mean?" asked the man. "Sure, we've thought of it, but it costs too much. It'd be fine for 'em though. Now if I knew more about them fresh air farm affairs—you know they take bunches of kids away for a week or a couple of weeks—if we knew more about them we might take that up. But we ain't got time to find out about 'em. Me, I got to tend the delicatessen counter all day, and Lena, she's doin' seamstress work. So we ain't got time."

Peter Van Brunt could hardly believe his ears. It was almost as if the meeting had been planned.

"As a matter of fact," he found himself saying, in a voice which he scarcely recognized, "I happen to be just the man who can tell you a whole lot about the fresh air proposition. My name's Van Brunt," he went on. "I'm a member of the Board of Aldermen. I've been interested in fresh air farm work for several years. It's a funny thing, but just now I'm working up an ordinance to give all the children in the city a chance to get away every year."

Peter Van Brunt moved over nearer to the couple and began to explain the fresh air charities and all the wonderful, unselfish philanthropy and sacrifice which make them possible.

"And as for your own youngsters," he concluded, "if you'll trust in my good intentions I'll get them out into the country for you right away this next week. I'm interested myself in a summer farm up in Westchester county, and there's a new batch of kids going up there now in a few days. What do you say—will you do it?"

"It sounds pretty good to me," reflected the man.

"And it would be fine for the kids," the woman continued. "Remember how swell it used to be, George, out in the country back home."

Just then there was a clatter and a scurry, and the small boy with the torn blue shirt came headlong around a pile of lumber. He was dirtier than ever and he was trying to take three breaths at once.

"Have the fellers chased by here?" he panted. "I'm a cop."

"No, you ain't," laughed his father, catching his arm. "You're a kid that's been runnin' too much for this heat. You stay here a minute and cool off. You'll get a stroke if you don't look out. No, they haven't gone by. No—you've got to wait—do you hear?" The boy settled back between the paternal knees. After a minute or so the man spoke again.

"Charlie, how'd you like to go out to the country, you and your sisters, for a couple of weeks—maybe more?"

"Whatcha mean?" asked the boy, without comprehension.

"There's a swell place in the country, all grass and trees and things, where this gentleman says he can fix it for you and your sisters to go and have a swell time for a couple of weeks. Want to go?" A worried look came over the youngster's dirt-smeared face.

(Continued on page 285)



At the corner of Clinton Street some kind-hearted street cleaner had turned on a fire hydrant.



An Eight Cylinder Cadillac

The matchless mode of motoring reserved to only a few privileged persons in the Old World (at an almost prohibitive price) developed by the Cadillac Company for American motorists!

Serious minded motor car manufacturers have sought the ideal power principle for fifteen years.

The Cadillac Company has never relaxed for a month, a week, or a day, its patient pursuit of that underlying principle which would prove to be ultimate and final.

In the course of that long journey toward perfection, the Cadillac Company has given serious consideration to every reputable type of motor—endeavoring to scrutinize with scientific impartiality the virtues and the limitations of each and every one alike.

Building and experimenting in turn, with every type from the single cylinder to the six, and from the poppet to the rotary and to the sliding valve, we have been carried forward irresistibly, by the impetus of our own research, to the highest form of frequent-impulse motor—the V type Eight Cylinder.

It is admitted, we believe, that this Company produced in the four cylinder field, a succession of cars which earned the title, "Standard of the World."

Beyond that, loomed for us only one hope and possibility—the promise of a motor in which there would be *no lapse, no pause, no hesitation between impulses*, but an overlapping of strokes so complete as to produce a flow of power almost literally liquid in its continuity.

We sought the medium by which the Cadillac would be endowed, not with *approximate* freedom from gear shifting, or *approximate* hill-climbing ability on high, or *approximately* swift acceleration, but with the *highest possible form* of these three characteristics.

The Cadillac already possessed those qualifications in an extraordinary measure, but we wanted them developed to a point *beyond which it was not possible to go*.

This requirement pointed straight to an Eight Cylinder Cadillac with four power impulses during every revolution of the fly-wheel.

How fully these luxuries of travel have been achieved, nothing but your first memorable ride in the new Cadillac can reveal.

As the Cadillac softly speeds along under the almost magic influence of this new power-principle, you become oblivious to the wonderful mechanism which gives you motion. The sensation is as unique as though you had never motored before—the sense of floating through space comes to you as it never came to you before.

It is useless to try to depict in words, thrills which you have never felt—or to portray a degree of ease which you have never experienced.

Good roads yield up a velvet quality of travel undreamed of.

Bad roads lose much of their terror, and hills seem almost to flatten out before you—so easily, so quietly, and with so little effort does the car surmount them.

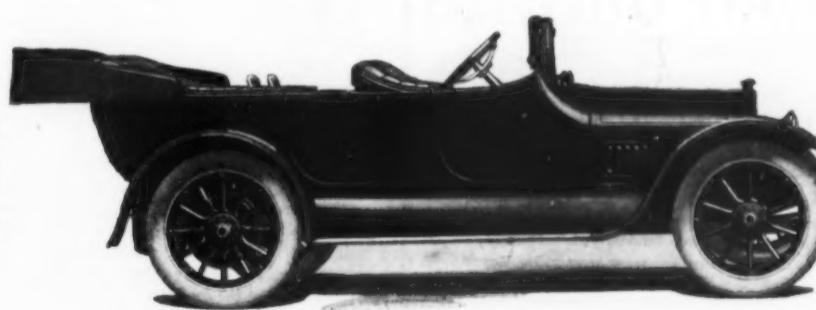
In operation, you enjoy the extreme of flexibility—from less than three miles an hour in crowded city streets and congested traffic to more than sixty miles an hour on the open highway, without change of gears.

Comfort is subserved in the highest degree by the absence of vibration and the pronounced flexibility—and, again, by the yielding springs; the ease with which the car is handled and controlled; the smoothness of the worm bevel driving gears, the soft, clutch action and the exceptional sense of rest and relaxation.

The supreme motoring experience of your life awaits you when you take your first ride in this truly remarkable car.

Styles and Prices

Standard Seven Passenger and Five passenger cars, Four passenger Salon and Roadster, \$1975. Landaulet Coupe, \$2500. Five passenger Inside Drive Limousine \$2800. Seven passenger Standard Limousine \$3450. Berline type Limousine \$3600. Prices F. O. B. Detroit.



Standard Seven Passenger Touring Car with Eight Cylinder V Type Engine.

Observe that the power plant does not demand a hood of abnormal proportions.

Dealers will have demonstrating cars in the near future

Cadillac Motor Car Co. Detroit, Mich.

\$1050

Complete with Westinghouse starting and lighting system



The new 1915 Detroiter is the first American example of that pure grace and beauty of design which Europeans call "streamline." You have seen hints of it in other cars. See now the actuality in the Detroiter. Visit a Detroiter salesroom. Examine the car at your leisure. Try it on the road. This is absolutely the first real European streamline in America; first high-speed, long stroke, ball-bearing motor; lightest car of its class; biggest car for the money.

The 1915 Detroiter

Tremendous power at all speeds distinguishes the ball-bearing Detroiter motor. French motors of this type won all first four prizes at Indianapolis races this year and German motors of the same type, on July fourth, carried off the first three honors in the great French classic, the Grand Prix at Lyons.

The Detroiter is the only car made in America with this type of motor—a model of what "The Automobile" calls "epitome of the best that Europe can provide in design and construction."

More than that, as "Motor Magazine" states, "the economy of the foreign car is much greater than that of the American product. The American people are demanding economical operation."

The Detroiter motor is the answer to this demand. Over roads of every description it carries this handsome car with five passengers from twenty to twenty-five miles on every gallon of fuel.

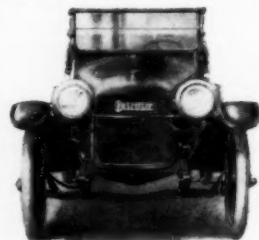
Thirty-five noteworthy features also mark the new Detroiter. Every person interested in the coming type of American motor car should visit a Detroiter dealer. It is worth while—for the new Detroiter is distinctly a revelation.

Handsome illustrated folder free on request

Briggs - Detroiter Company
5006 Holbrook Ave. Detroit, Mich.

A few of the special features

Less than 2300 pounds.
112-inch wheelbase.
32 horsepower.
Worm-driven silent starting motor.
Full-floating rear axle.
Platform rear spring suspension.
Actual one-man top.
Four 24-inch doors.
Non-skid rear tires.
20-operation body finish.
Fuel tank in cowl.
Ventilating, rain-vision windshield.
Ball-Bearings throughout.
Multiple disc clutch in oil.
Duplex tire carrier in rear.
Tulite searchlights.
Positive gasoline gauge.
Electric-flash oil gauge.
20 to 25 miles per gallon of fuel.
100 miles to quart of lubricant.
Willard L B A Battery.



Other models, without starters, \$850 to \$925

KEWANEE PRIVATE UTILITIES

WATER SUPPLY, SEWAGE DISPOSAL,
ELECTRIC LIGHT & POWER,
MAKE COUNTRY LIVING
EFFICIENT, HEALTHFUL, COMFORTABLE

Give service equal to the best PUBLIC UTILITIES PLANTS in cities. Vacuum Cleaning, Refrigerating, Washing Machines, Cream Separators, Churns, etc., driven from one engine or motor. SIMPLE, COMPACT, ECONOMICAL. Last a life-time. Any size from a cottage to a palace. Send for bulletin #2, on any subject. KEWANEE PRIVATE UTILITIES CO., Formerly Kewanee Water Supply Co., Kewanee, Ill. Factories: KEWANEE, ILL. and LANCASTER, PA. Branch Offices: NEW YORK and CHICAGO DEALERS EVERYWHERE



One of 28 Styles

\$1200 After Trial and You Keep
Superb WING

You pay nothing in advance. We ship any superb Wing absolutely free DIRECT from our own factory, all freight prepaid by us. You pay nothing on arrival or C.O.D. Try it first for four weeks at our risk. Then return it at our expense. If you like it at the end of four weeks, pay us a premium of \$12 as first payment, and the balance at the rate of \$12 a month. Or pay \$20 down after trial and then \$9 a month; or \$50 after trial and then \$7 monthly; or \$75 after trial and only \$5 monthly; no interest.

4 Weeks' Trial—No Money Down

We ask no money down, no C.O.D.—no security—no deposit—no trial—no risk—no freight—no freight—no freight. Write for our wonderful offer on the famous Wing, guaranteed for 40 years. Your choice of 28 styles in any shade of mahogany, walnut or oak.

Valuable Book on Pianos—FREE!

"The Book of Complete Information About Pianos" The New York World says: "A book of educational interest everyone should own." Mailed free to those who write at once. This magnificent 160-page book is the only one of its kind ever offered for it today. We will also send free our beautiful catalog showing new art styles, and our amazing rock-bottom direct offer. Act NOW!

Wing & Son (Est. 1868) Wing Bldg., 13th St. & 9th Ave., Dept. 9416 New York

In answering advertisements please mention "Leslie's Weekly"

The Old Fan Says:

By ED A. GOEWY

Illustrated by "ZIM"

A WISE individual once remarked that there's many a slip between the first ball game in April and the final contest in the fall, or words to the same effect; and the Boston National League outfit, correctly dubbed the Braves, has demonstrated during the last few months that the unidentified author of those words of wisdom batted over .300 as a framer of neat expressions for the copy books. After all of the dopesters had canvassed the advance situation, they decided that, though the bean-eating contingent had shown improvement under Stallings, and with its classy twirling outfit might be looked upon as likely to cause their rivals sufficient trouble to permit them to nose into a first division berth before the final fireworks, it would be McGraw's Giants who would tote away the championship flag. But Big Chief George Stallings, worthy successor to Jack-the-Giant-Killer, opined that the baseball forecasters were on a par with the government's weather distributors, and he thereupon set out to prove that there was a flaw in the "granddope" they had passed to a receptive public.

To be sure his efforts and those of his hirelings early in the season were not of a calibre to give the Broadwayites nervous prostration, and when a fan wanted to tell a genuinely funny story he repeated Stallings' threat to grab the 1914 pennant. But you just simply can't keep nerve and hustle at the bottom of the sporting deck. No sirree, and not by a jug-full. Though a month after the season began the Braves were wedged in last place, George merely cracked a smile like a cherub with a stick of peppermint candy, and repeated his assertion that he would overtake the Giants by September 1. (Business of loud laughter from all sides.)

But where are the loud guffaws to-day? Packed away with the camphor balls, son, for the Big Chief has made good; and the Braves, aided and abetted by the Cards and Cubs, have beaten the poor, old Giants so that they now are willing to walk on the same side of the street with the Cleveland Naps. The McGrawites may come back, but Boston's best bets certainly

hung an Indian sign on them which they will dream about for seasons to come. Slowly but surely the Braves mounted from the cellar, dealing wallops right and left as antagonists strove to obstruct their way, and during July and August they were hurdlng along at an .800 clip. And while

it is admitted that the Giants have cast an awful gloom over the camp of the dopesters, still I believe both they and the fans at large would be glad to see a new battler in the field to try conclusions with the Athletics for the world's championship. At this writing the Braves actually are treading on the Giants' heels, with the St. Louis Cardinals a close third, and it is a toss-up which of the trio will come home first under the wire.

Incidentally, it under no be forgotten that this very George Stallings is the same gentleman who, a few seasons ago, when he was whipping the New York Yankees into shape, was tossed overboard as unceremoniously as if he had been the Jonah of the National pastime. I said at the time that it was the worst kind of a wooden-headed move and results have proven that yours truly was right. Look at where the Braves are to-day and then



GEORGE STALLINGS
Whose splendid labors this season as manager of the Boston Braves puts him in the rank with Connie Mack and Johnny McGraw.

look at the Yankees' showing all season. But before putting the final dot to this paragraph, let's doff our new hats to Miller Huggins, who took a bunch of "selling platers" almost as dilapidated as the Boston outfit, and punched them into the first A. No. 1 baseball team St. Louis has had since the stone age.

War Will Help Our Athletes Retain Honors

With most of Europe's leading athletes fighting in the armies of the nations now at war, American track and field men are continuing their work and training. It probably will be some years before the athletes of the Continental countries will regain sufficient form to compete successfully in big meets, but it looks as if Uncle Sam's boys and girls will be able to go along serenely, annexing new honors and keeping in trim to best the foreign field whenever conditions warrant international contests. While every one here regrets the war, it is obvious, in the circumstances, that it cannot help but work for America's supremacy on track and field. However, there are other lines of sport in which we have shown a

woeful lack of skill this year, and to these we should devote our utmost energies, that we may regain some of the many trophies taken from us with such apparent ease during the last few months.

To excel in field and track work should not satisfy the athletes of a country as large as the United States. No matter how much preparation it takes, we simply must show the ability once again to take first honors at golf, tennis, polo and running. Of these the most coveted trophy is the polo cup, but as H. L. Herbert, chairman of the National Polo Association, said recently: "We will have to hold our challenge until the military men of England get through with their duties on the battlefields. It would be unsportsmanlike to challenge now."

Good cause to be proud of her youngster.

These fellows will continue fighting as usual, till the final gong.

But the delays which the war will occasion should give us time to do such preliminary work that no excuses will be necessary after we make our next efforts to win back the glories temporarily lost to us.

Song of the Gridiron Warrior

It's been mighty aggravatin'. All these months o' weary waitin'. While the talkin' all around us was baseball. And we boys who chase the pigskin. Thinks it's time we should butt in. 'Cause there's something in the air which says it's fall.

We long to hear 'em cheer. And they will, oh, never fear; As we run and dodge and kick or take a fall.

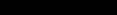
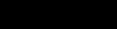
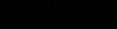
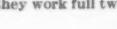
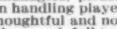
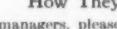
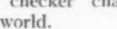
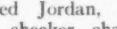
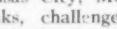
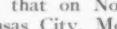
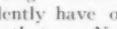
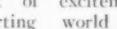
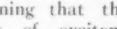
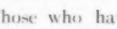
To some folks baseball's excitin'. But to us it lacks the fightin' And the rustlin' which makes football worth the while.

Then we kick all real, sporty races.

And the game of run and kick beats 'em a mile.

And the good, old pigskin ball.

And the sport which in athletics sets the style.



In the World of Womankind

By FRANCES FREAR

EDITOR'S NOTE:—This department is devoted to the interests of women. It aims to deal with vital problems in a wholesome and helpful way, and invites the co-operation of its readers. Inquiries will be answered by Mrs. Frear, either through the columns of the paper, or by letter. In case an answer is wanted by mail, a stamp for postage should be enclosed, and all communications should bear the name and address of the writer. Address Frances Frear, care LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.



FISHING ON THE ST. LAWRENCE

The largest catch of the season, a 20-lb. pickerel captured by Mrs. Earl Vanderbilt, of Yonkers, New York, a guest at the Thousand Island House, Alexandria Bay, New York.

Should We Let the Baby Cry? Mrs. J. H. M., of Pittsburgh, Pa., writes me such a convincing letter on the subject of "Shall We Let the Baby Cry?" that I cannot refrain from printing it. I feel that every mother will want to read it as it is the experience of one who knows what motherhood means. Mrs. M. writes me as follows:

Dear Frances Frear:—I have read with great interest your article in LESLIE'S "Shall We Let the Baby Cry?" It recalls my own personal experience so vividly. I was, and am still an old-fashioned mother, although my children have now reached an age where they no longer urgently need a mother's care. The two youngest are medical students at Johns Hopkins. My four children came in five years. "Horrible," "Dreadful," "Poor woman"—I hear some of our modern young mothers exclaim. But I considered myself very fortunate and I was always proud of my little brood, keeping them with me constantly until their seventh year, when they started to go to school.

When my first baby came the doctor and the nurse impressed it on me not to take her up when she cried, and never to cuddle or rock her. "Crying," they said, "will strengthen her lungs, and every baby must cry for a certain length of time every day." They also said a baby soon discovers its power over the mother and if the mother gives in to its cries, its character can be weakened, etc., etc.

The night after the nurse left I gave the baby her bath, put on her little nightie and laid her in the crib, put out the light and left the room. At first I heard her fussing, then she started to cry. I let her cry and the longer she cried, the harder she cried. But I determined to remain firm, and stood out in the hall at the closed door, crying myself, for my heart ached for that little baby in the dark, alone. After almost an hour, she gradually stopped and I then quietly went in. She was asleep, but her little face was wet with tears and her breath came in sobs. I felt like a criminal. The next night the same thing happened, and the next too, for I was determined to mold the little five-weeks-old baby's character, and teach her obedience and self-reliance.

The fifth night I weakened, for the strain was telling on me too, and after the bath and supper, I cuddled my little baby in my arms in a rocking chair and crooned a Mother Goose lullaby, and it was the happiest fifteen minutes of the whole day. At the end of that time she was sound asleep. No quivering sobs or tears. I laid her in her crib, put out the light and she slept till morning. With the next three babies I did not attempt any new-fangled notions, but kept my happy old-fashioned ones. Often I had two of them asleep in my arms at the same time. Happy time! It seems so far away now! And how quickly my babies left me, for they were babies no longer. As soon as they could walk they were very glad to be put to bed at night, and go to sleep at once.

These were the very happiest days of my life. The dear little warm faces nestled under my arms; the little hands so eager to clutch and hold mother's finger tight, and the little mouth wide open and seeking the life and love which only mother could give. It is a beautiful remembrance and I pity every

mother who has missed it by following the iron-clad rule not to spoil baby by nursing or taking up when it cries. Time flies so quickly and in a little while our babies are out in the world, grown up, and cry for mother no longer. So let us follow our mother instinct and our own happiness, by cuddling baby—within reason of course—and not let him or her shed any unnecessary tears or have his or her body racked by unnecessary sobs, for goodness knows the time comes soon enough when, for almost every one, there are reasons for tears and sobs and distress which not even mother can entirely prevent.

Woman's Part in War **T**HE wife, the mother, the sweetheart, the sister, who suffer the loss of loved ones at the front and whose homes are broken up, appreciate as none others the ravages of war. President Lincoln's letter to the mother who gave her four sons to her country is one of his most eloquent and immortal productions.

But woman not only gives in this way in time of war; she makes a great practical contribution in carrying on, under tremendous handicaps, the work at home. Premier Viviani's appeal to the women of France to "complete the work of gathering the crops left unfinished by the men who have been called to arms" did not fall on deaf ears. The women of rural France would have done this anyway just as women in Paris and other cities have taken the places of men called to the front. Yet we still hear the stale argument against woman voting that she can't fight in defence of her country. We should like to know if the women of Europe are not serving their countries effectively to day. An army well fed is quite as essential as an army well armed. The women who save the crops that the armies may be fed and those at home kept from starvation are serving their country quite as efficiently as the men who are engaged in the more glorious task of shooting down the enemy at the battle's front.

What Makes a Girl Popular **E**VERY girl has the perfectly natural desire to be popular with the other sex, and every girl

is interested in knowing the secret of such popularity. Some girls have the idea that the way to have a good time is to break away from the recognized rules of social life. The free-and-easy, reckless type of girl may receive a good deal of attention of a certain kind, but it is safe to say that men do not really care for such a girl. Certainly they do not have any respect for her. They may enjoy a summer flirtation with her, but such a girl never enters seriously into their thoughts. The girl who is kind and thoughtful to her parents is the girl whom they admire. The girl who is disrespectful to her parents will not long retain the respect of others. Men know very well that a girl who deceives her mother cannot be trusted. A good daughter has in her the making of a good wife, and a man remembers this when he begins to think seriously of matrimony.



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Peaches	1 1/4	3/8	1 pt.	10 to 15
Pears	1 1/4	3/8	1 1/2 pts.	15
Plums	2	3/4	1 pt.	20
Quinces	1 1/2	1/2	3 pts.	20 to 30

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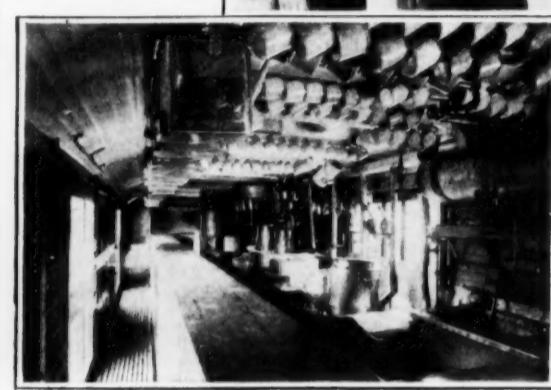
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How Canada Moves Her Troops

By KATHLEEN HILLS

CANADA is in a state of war, and a tourist is not in the Dominion many hours before he realizes this most vividly, though there are no restraints on tourist travel. But every important railroad bridge is under military guard, as I was surprised to find.



INTERIOR OF A KITCHEN CAR
None of these were especially equipped by the Canadian Pacific road to be used in the transportation of troops.

and the cities, large and small, fairly seethe with military spirit and preparations.

Canada is going to make great contributions to the war. It is still uncertain how many troops she will contribute, but 100,000 is the number most frequently mentioned, and the statements recently made by Lord Kitchener and Lord Roberts regarding the necessity for raising the largest possible number of British troops makes it apparent that every man Canada can send will be needed.

Canada, being a vast territory, sparsely settled, has important problems of communication, and the government has taken every precaution to see that none of the trans-continental railway facilities are impaired by the destruction of bridges or other strategic points. That accounts for the sentries at bridges, along difficult stretches of track, and in the mountain passes.

All along the route we saw troop trains rushing the volunteers from the far west to the mobilization headquarters near Quebec. The Canadian Pacific is handling most of this traffic, being best equipped to do so because, in its own shops, it was able to build nine special kitchen cars in less than a week. These are painted white inside, and provided with storage facilities, for four days' food, including refrigeration, and with kitchen apparatus sufficient to prepare three meals a day for 1,000 men.

Of course the troops are not given elaborate tourist meals, but they are well fed.

Peace on Earth to Men of Good Will

By OSWALD F. SCHUETTE, LESLIE'S WEEKLY Bureau,
Wyatt Building, Washington, D. C.

IN the black inferno of European war, no monarch has called upon his nation to pray, except for victory. There has been no plea for peace—only for triumph. Each warring ruler has called upon God to give success to his army and disaster to his foes. Perhaps they remember that the Angels' Chorus proclaimed "Glory to God in the highest, and peace on earth to men of good will." For there is no good will; only envy, and hatred and suspicion, and greed.

How different were the "proclamations for prayer" that President Lincoln issued to the nation in the dark days of our Civil War half a century ago!

"Whereas it is fit and becoming in all people, at all times, to acknowledge and revere the supreme government of God," he wrote in a proclamation dated August 12, 1861, "to bow in humble submission to his chastisements; to confess and deplore their sins and transgressions in the full conviction that the fear of the Lord is the beginning of wisdom; and to pray with all fervency and contrition for the pardon of their past offenses, and for a blessing upon their present and prospective action"—could human words have been more noble in their humility, more majestic in their prayer for forgiveness? They were the outpourings

of a soul that bore the burdens of a nation face to face with Death.

So this man of sorrows—not yet six months President—continued in his proclamation: "And whereas when our own beloved country, once, by the blessing of God, united, prosperous, and happy, is now afflicted with faction and civil war, it is peculiarly fit for us to recognize the hand of God in this terrible visitation, and in sorrowful remembrance of our own faults and crimes as a nation and as individuals, to humble ourselves before him and to pray for his mercy—to pray that we may be spared further punishment, though most justly deserved; that our arms may be blessed and made effectual for the reestablishment of law, order, and peace throughout the wide extent of our country; and that the inestimable boon of civil and religious liberty, earned under his guidance and blessing by the labors and sufferings of our fathers, may be restored in all its original excellence:

"Therefore, I, Abraham Lincoln, President of the United States, do appoint the last Thursday in September next as a day of humiliation, prayer, and fasting for all the people of the nation. And I do earnestly recommend to all the people, and (Continued on page 283)

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"Peace on Earth to Men of Good Will"

(Continued from page 282)

specially to all ministers and teachers of religion, of all denominations, and to all heads of families, to observe and keep that day, according to their several creeds and modes of worship, in all humility and with all religious solemnity, to the end that the united prayer of the nation may ascend to the Throne of Grace, and bring down plentiful blessings upon our country."

On March 30, 1863, at the request of the Senate of the United States when the state of the nation was dark and our armies were sorely beset, President Lincoln issued another proclamation for "a day of national humiliation, fasting, and prayer."

Again when to the darkness of battle was added the uncertainty of the political conflict in the north, it was not only the President that called upon the nation to pray, but "the Senate and the House of Representatives of the United States Congress assembled." On July 7, 1864, President Lincoln issued a memorable proclamation in which he said:

"Whereas the Senate and House of Representatives, at their last session, adopted a concurrent resolution, which was approved on the second day of July instant;

"Now, therefore, I, Abraham Lincoln, President of the United States, cordially concurring with the Congress of the United States in the penitential and pious sentiments expressed in the aforesaid resolutions, and heartily approving of the devotional design and purpose thereof, do hereby appoint the first Thursday of August next to be observed by the people of the United States as a day of national humiliation and prayer."

"I do hereby further invite and request the heads of the executive departments of this government, together with all legisla-

tors, all judges and magistrates, and all other persons exercising authority in the land, whether civil, military, or naval, and all soldiers, seamen, and marines in the national service, and all the other loyal and law-abiding people of the United States, to assemble in their preferred places of public worship on that day, and there and then to render to the Almighty and merciful Ruler of the universe such homages and such confessions, and to offer to him such supplications, as the Congress of the United States have, in their aforesaid resolution, so solemnly, so earnestly, and so reverently recommended."

Nor were President Lincoln's proclamations of thanksgiving for victories less humble than his appeals for fasting and for prayer. After the victories of Gettysburg and Vicksburg, he proclaimed August 6, 1863, as a "day of national thanksgiving, praise and prayer," on which he asked the people of the nation to "render the homage due to the Divine Majesty for the wonderful things he has done in the nation's behalf, and invoke the influence of his Holy Spirit to subdue the anger which has produced and so long sustained a needless and cruel rebellion, to change the hearts of the insurgents, to guide the counsels of the government with wisdom adequate to so great a national emergency."

"No human counsel hath devised, nor hath any mortal hand worked out these great things," President Lincoln wrote of the achievements and the growth of the nation in the annual Thanksgiving Day proclamation in 1863. "They are the gracious gifts of the most high God, who, while dealing with us in anger for our sins, hath nevertheless remembered mercy."

The Race Question as a Cause of War

(Continued from page 274)

indignation was noticeable which the very people who committed this act of faithlessness now parade in view of a similar offense committed by Germany in self-defence. As a rule, if a man announces before hand what he wants, begins action and gets what he wants he is considered successful.

After France had acceded to Germany's demands and did not let England drive her into war, and as a compensation for Germany's cession of certain treaty rights had given up territory in Africa larger than the whole of European France, and had received in turn a small corner protruding into their land, we read the same story of German defeat all over again.

Although the Kaiser undertook to accomplish by the little diversion of his short visit what usually is done by a big naval demonstration, he was aware that it was a step which would make the world sit up. This is at least the only explanation I could find at the time for the extreme solemnity of his utterance, an explanation which came to me only after some days of puzzling when the picturesque landing had become known. This is the reason why I kept a record of what I consider the most significant passage of his speech, made before embarking at Bremen on March 22nd, 1905, and it came to my mind immediately when the present clash had become unavoidable. These are some of his words on that occasion: "I have vowed never to strive for a universal empire. The universal empire of which I have dreamt is to consist in this that the newly created German Empire shall enjoy from all sides absolute confidence as a quiet, honest and peaceful neighbor and that, if ever history should speak of a German univer-

sal empire or a universal rule of the Hohenzollern, it will have been founded not on conquests of the sword, but on mutual confidence of the nations, following the same aims, in short, as a great poet expresses in: 'Limited outward, unlimited within'; and as if to make his remarks even more momentous he addresses the youth of his nation: "What will be the duty of the growing generation?—to improve constantly, to avoid quarrel, hate, discord, and envy; to enjoy the German Fatherland as it is and not to strive for the impossible; to live up to the firm conviction that Providence never would have taken such great pains with our Fatherland if we were not preserved for something great. We are the salt of the earth, but we must be worthy of it. Therefore our youth must learn to resign and to refuse what will not be wholesome for them; to keep off what has been introduced from alien peoples, and to preserve morals, discipline and order, reverence and religion." These certainly are not the words of a lord who wants to rule over a nation of conquering warriors.

If I must answer the question, What is the cause of this war? what did "force the sword into the Emperor's hand?"—the only answer I can give is that given by the Emperor in his speech from the throne in which he said that the firm and honest conviction of the German people is that if they waited any longer they would be menaced not only in the peaceful working out of their mission, but in the free possession of the soil which they had wrested in thousands of years of struggle from a hostile nature and which they had succeeded in raising to unheard-of prosperity. What proofs have been forthcoming that there was no such danger?

Why England is in the World War

(Continued from page 275)

To manoeuvre at night it would have to lash a searchlight to locate the ship, and would therefore be exposed to the same risk of fire as during the day. Also it can be outmanoeuvred, spied, shot, or counter-bombed by an aeroplane.

Navy men are skilled and resourceful and can be relied upon to find ways for the effectual meeting of any new attack. The chief Prussian menace lies, not in their superior skill in the use of the usual weapons of war, but in the knowledge of their expert chemists and in the compactness and disruptive force of their mines.

All prophecy as to the course of this war must be in the nature of a "long shot

guess." The amazingly gallant defense of Liège adds new lustre to the heroic Belgian history. But the precise strength of the Liège forts is unknown, and therefore the weight of the Prussian hammer cannot be estimated. It might be heavy and the forts strong; or it might be weak and the forts mediocre.

But, from the known strength of the

Antwerp forts, they will stand a three

months' siege against any outside power

and the siege may be raised by a British

fleet in the Scheldt, and a fresh contingent of British troops may cut off the

supplies to the Prussian front, which should be close to the French inner line.

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FRANK W. WHITCHER

Of Boston, Mass., who was chosen treasurer of the National Leather and Shoe Finders' Association at the convention in New York. In an address Mr. Whitcher said it is necessary to have a much greater representation of business men in Congress and that the next president should be a business man.



L. T. McFADDEN

Cashier of the First National Bank of Canton, Pa., who was lately made President of the Pennsylvania Bankers' Association. Mr. McFadden is one of the most able and influential bankers in his section and is well known throughout the Keystone State.



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Jasper's Hints to Money-Makers

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THE effects of the war, as I predicted at its outbreak, are now being felt favorably after the first unfavorable shock. Shoe factories, coal mines, woolen, cotton and other mills are resuming on full time. New industries to make goods which we can no longer import, are being started.

The cry now is not only "See America first" but "Buy American goods first." The allies in Europe have boycotted all goods made in Germany and Germany is boycotting all goods made by the allies. We should use American goods because of our preference for things we make ourselves, in our own factories by our own skilled workmen and with the aid of American capital which is heavily taxed to support the government.

Every effort is being made to reopen the London stock exchange under certain restrictions. A similar movement in New York is going on. Meanwhile my readers should not forget that they are permitted to buy and sell securities provided they have the cash to close the transaction and also provided that they get, at least, the prices at which stocks closed on the 30th of July. Orders to sell must be not speculative, but because of a desire to realize, and prices must not be lower than those at the closing of the exchange.

I still believe that bargains will be offered when the stock exchange opens. They are being found now in high-class, gilt-edged securities. It looks as if the warfare against the railroads and our captains of industry had had a severe setback. Fair treatment of these is only required to make our dividend payers look attractive.

At present it is desirable to buy only dividend paying securities. The higher they are classed the safer the purchase. The preferred stocks of such roads as Atchison, Great Northern, St. Paul, Northwestern and Union Pacific and secure dividend payers like the Atlantic Coast Line, Canadian Pacific, Delaware and Hudson, Lackawanna, Lehigh Valley, Pennsylvania and Southern Pacific have merit. Some of the low-price class that ought to do better are Seaboard Preferred paying 4 per cent. and selling at less than 50, New Haven around 50, Ontario and Western around 20, Kansas City Southern Preferred, ranging from 50 to 57, and paying 4 per cent., and Erie First Preferred around 32. Among the dividend paying industrials that look attractive are American Sugar, American Telephone, American Tobacco, National Biscuit, Sears-Roebuck and Westinghouse.

Indications point to a lively market when the exchange reopens. The Amer-

ican disposition is naturally speculative and it only awaits an opportunity to prove it.

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G., Seattle: The Amalgamated Gold Mines Co. is not recommended for investment.

Leather, Atlanta, Ga.: The American Hide & Leather Co. for the past fiscal year reports a surplus of less than 1 per cent. on the Pfd. stock, which is not as good as last year's report. As a speculation, Central Leather Common looks better.

W., Philadelphia: The Philadelphia Rapid Transit represents a very valuable and well-managed local traction system. While earnings show an increase, the stock is not regarded as anything but a speculation. It cannot be recommended for investment.

Industrial, Seattle: Industrial securities of the best class should be able to maintain their dividends. The fact that some are paying them in script or passing them temporarily indicates that they are conserving their resources, just as the Standard Oil subsidiaries and all other well-conducted businesses are doing. This is due to the unseating of credits at home and abroad, a condition generally regarded as temporary.

A. E., Elmira, N. Y.: 1. At the close of the New York Stock Exchange, July 30, Adams Express was quoted at 9 17-8. Paying 6 per cent. dividends, it looked like a purchase. 2. The closing price of American Ice was 19 7-8 and of B. R. T. 79 1/2. B. R. T. pays 6 per cent. Central Leather closed at 28. Insiders are loaded up with Central Leather common and will undoubtedly try to make a market for it at higher prices. It must be bought only as a speculation.

Copper, Duluth, Minn.: The trouble abroad has seriously interfered with the exports of copper and all the copper companies are husbanding their resources accordingly. This is the reason for the passing of the regular quarterly dividend by the Calumet & Hecla recently announced. If copper stocks show a decided slump on the reopening of the exchange, those in the dividend-paying class may offer opportunities for bargain buyers, but mining stocks are far more speculative than either the railroads or industrials.

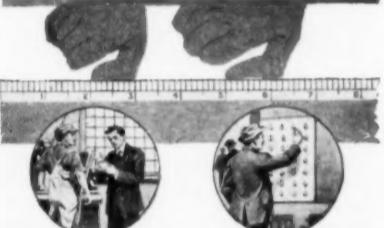
S., Hyde Park, N. Y.: I do not advise the shareholders of U. S. L. & H. Co. to deposit their stock with the new committee which proposes to charge its expenses to the stockholders who deposit their shares. But for the unfortunate action of the parties who put this company in the hands of a receiver, there would have been every hope of re-establishing its fortunes to the advantage of the shareholders. There is nothing now to do but await the outcome of the receivership. There is no need of the stockholders submitting to an assessment in addition to the losses they have sustained.

B., Warren, Pa.: 1. The recent reports of U. S. Steel show that the dividends on the common are not earned. Seaboard Pfd., selling around the same price, looks more

(Continued on page 285)

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Jasper's Hints to Money-Makers

(Continued from page 284)

attractive. Orders for iron and steel products for South America, Australia and other sections originally placed in Germany it is said are now being filled in the United States at an advanced price. Until the railroads are able to place large orders for equipment and renewals, the steel market will not show a decided improvement.

Dividend-paying stocks of the best class would be the safest to buy on the opening of the exchange. I have already mentioned some of these.

McN., Racine, Wis.: I am unable to report on the financial standing of firms or individuals. That is a line of business that peculiarly belongs to the mercantile agencies.

C., New Manic Sta., N. J.: Among the common stocks that would profit by a cessation of demagogic attacks, I should include Corn Products, Beet Sugar, American Can, American Ice, American Woolen, Central Leather, Erie, International Paper, Union Bag & Paper, National Lead, Seaboard Air Line, and Southern Railway.

K., Milwaukee, Wis.: Vacuum Oil stock ranged in price in 1912 from 130 to 600 and in 1913 from 168 to 198. Meanwhile, however, the capital was largely increased. Dividends have been at the rate of 6 per cent., but the profits have been large and have been used to expand the Company's business. It has a large trade abroad. There have been no dealings in it of late, since the closing of the exchanges, and no published quotations. I regard the stock with favor under normal conditions.

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Readers who are interested in informing themselves regarding the stock exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

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The Man in the Tower

IN denying the railroads the five per cent. increase, the Interstate Commerce Commission asserted that the roads could save money by more economical management. Not one of the members of the commission was ever concerned in the management of a railroad. One was once a railroad conductor, but no other member ever was concerned in railroad management or operation.

It is very easy to criticise the railroads, but it is more difficult to run them. Neither the members of the Interstate Commerce Commission nor the attaches of that body have ever been accused of being partial to the railroads, but one of the officials recently remarked that he had discovered an evidence of railroad efficiency which he doubted could be discovered in any other business. "The figures," he said, "are rather remarkable. On Friday, August 7, there were handled in and out of the Grand Central Terminal in New York a total of 540 passenger trains without the delay of a minute to any of them. These trains contained 3,321 cars and carried a total of 69,332 passengers. At that rate, which is only a fair average, there would be handled in a year 197,000 trains, with a total of 212,165 cars, carrying 25,306,180 passengers. In other words, there are carried into or out of Grand Central Terminal every year a population equal to two and a half times that of the whole of New York state."

"These trains," he added, "are all handled by electrically locked signal towers of the highest type. The towers in the Terminal contain a total of 1,064 levers, of which 50 are at the present time in service, the others being provided for the purpose of taking care of future requirements due to increased travel. On the day in question there were a total of 18,684 lever movements

made from these towers, or an average of 34-5 a train. One wrong lever movement might have resulted in a wreck, but there was not one wrong lever movement. With all its vast business, the railroad was run like a smoothly working, well-timed clock."

Great discipline, military precision, initiative and managerial ability are necessary to conduct a business of that kind, and yet the railroads are not being permitted to earn their dividends or even assure themselves enough revenue to take care of improvements and replacements.

At the End of the Street

(Continued from page 278)

"Just us alone?" he questioned. "Wouldn't none of the fellers go?"

From the landward end of the pier there screeched a shrill whistle, the kind of whistle, performed with tongue and teeth and lips and fingers, which only a real street gamin knows how to make. A dozen small boys booted turbulently around the corner and started 'pell-mell' away from the river.

"Lemme go," the boy insisted. "Wait for a feller," he shrieked as his father loosed his hold.

The father chuckled and the mother smiled. Then there was a long period of silence, broken hesitatingly at last by the man.

"Them kids don't have such a rotten time," he mused.

"No," said the woman, "they don't at that."

"Even the girls," continued the father, "they got their mud pies and hop-scotch and dolls and things."

"Yes, you're right," was his wife's comment.

"Seems to me," the man was evidently embarrassed—"like our kids was different from most, somehow. Those kids of ours, Lena, they're old enough to watch out for themselves pretty decent, don't you think?"

"Of course. And they got their friends here."

"And we can see 'em every night the way it is."

"And there's the movies, which ain't in the country."

"The city," concluded the man slowly, "maybe ain't so bad after all."

"Nope, I couldn't let those kids go away from me just now," said the mother with a grim closing of the lips.

As for Peter Van Brunt, he could think of nothing to say that would not be either impertinent or patronizing. But after a long interval the man turned to him quietly, in a gentle, fatherly sort of way.

"You understand, don't you?" he said. "Those kids is all we got, you know."

"You mean right," the woman explained to the younger man, "but it don't work out right. Come, father, we got to go."

"Good-by," said the husband, extending a large, greasy hand as he rose. "We thank you—and we're glad to have met you." He seemed somewhat embarrassed again, but his next remark made everything easy again. "If I ever move to your district, young feller, I'll vote for you, and if any guy in your district that I know ever says a word against you, leave 'em to me."

For a long half hour Peter Van Brant sat stolidly alone on the stringpiece of the pier, dangling his feet over the edge. The sun sank lower, enveloping him in the cool shadow of the city itself, mellowing with a soft, ruddy glow the red brick factories on the opposite shore. The river still swirled and eddied, but the gray was gone and in its place was a flicker of gold and pink and blue.

Suddenly from the garbage pier above him he heard a happy shout. A dozen small boys raced out to the end and ducked suddenly behind the runway of the dump. One of them stuck his head out presently with all the caution of an Indian scout.

"It's all right, fellers," he shrilled. "There ain't no cop in sight."

One by one a dozen lithe, naked little bodies took the water. As the dozen heads bobbed up again Peter Van Brant reached wearily into his pocket and drew out a wad of folded paper. Longingly for a moment he glanced at it, then he tore it in half and dropped it over the edge.

"Hey, youse kids," called a boy who had just divested himself of a torn, blue sleeveless undershirt and a pair of cut-down and cut-off overalls, "I betcher I can swim under water as far as that bunch of paper floatin' down there by the Rivington dock."

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It is YOUR Will Dormant?

Look back upon your life. Once upon a time, no doubt, you had great dreams of what you were going to make of yourself. Are they still there? Why are they not accomplished? Is it not because you lacked a strong, powerful, dominating, inflexible WILL? You allowed others to control and influence you to their ends, instead of controlling others yourself. You let insignificant daily incidents everlasting turn you from your purpose.

Gradually—like so many of us—you allowed this God-given faculty of will to become steeched and DORMANT in you. Dr. Haddock has a message for you—a real message of emancipation from the blasting human curse of indecision and blind habit.

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To Leslie's Weekly readers who mail coupon below at once, we will send this beautiful "Thin Model" 25-year guaranteed gold-strata watch, on 7 days' approval without one cent in advance—but you must be quick.

THIS superb Watch is indeed a triumph in the art of watch-making. The photograph above shows the front and back views of the Watch. The movement is the famous GUARANTEED 17-jewel movement of the "Bridge Model" Movement. It is not only a perfect time-keeper, but the graceful thin model gold-strata case lends it a beauty and distinction which will make it a constant joy to you every time you look at it.

ONLY \$2 A MONTH

THIS is the greatest "watch value" in America—but we did not ask you to take our word for it. Our plan is to let you have a Watch in approval so that you can see the Watch itself, examine it carefully and wear it for a week before paying us any money or obligating yourself to keep it. We do not want you to send us one cent now. Just mail and mail coupon below and we will then send you the Watch, fully packed, by registered mail. After you have worn this beautiful Watch a week, if you decide to keep it, you may send us only \$2 a month till our special price of \$22.50 is paid. If the Watch is not satisfactory and you do not wish to keep it, then you may return it to us as "express collect." So, you see, you take absolutely no risk.

FREE MONOGRAM OFFER

TO those who mail coupon below promptly, we offer to engrave by hand their initials on the back of this superb Watch. Add a little more money. So that, if you answer promptly you may have your own initials handsomely engraved by hand on the back of this superb Watch, free of charge. Jeweler's regular charge is from \$1.50 to \$2.00, but if you are prompt, we will do it for you free. This is a great opportunity—one that you must not miss. Tear off, sign and mail Free Trial Coupon at once.

FREE TRIAL COUPON

THE THOMPSON COMPANY,
1127-29 Pine St., St. Louis, Mo. (9-14)
Send me, for examination, your 17-jewel 25-year guaranteed gold-strata 12-size movement. I will pay you \$2 as trial price and \$2 a month thereafter until your special price of \$22.50 is paid. If the Watch is not satisfactory and I do not wish to keep it, I will notify you within 7 days and the Watch is then to be returned at your expense, as offered Leslie's Weekly readers.
(Note: Print initials with you engraved in monogram, on edge of coupon.)

NAME.....
ADDRESS.....
Note—If you prefer Hunting Case, change price to \$25.00 and write "Hunting Case" on margin.

Made-to-Measure Express Prepaid \$8.00

Two piece suit, cut to the latest city style. Made to your individual measure. Fit, workmanship and wear guaranteed.

NO EXTRA CHARGE for long toppers, no matter how extreme you order them.

Agents—A good live hustler in every town to take orders for our celebrated made-to-measure clothes. Dozens of real cloth samples of all the latest materials **FREE**. Fifty Fashion Plates.

We Pay Big Money to our agents everywhere. Turn your spare time into cash by taking orders for our stylish clothes. Write today for beautiful **FREE** outfit.

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LOOK LIKE DIAMONDS

Stand solid and fine diamond test. So hard they easily scratch a file and **WILL CUT GLASS**. Brilliance guaranteed 25 years. Mounted in 14k solid gold diamonds. All styles. Money refunded if not satisfactory. Write today for free catalog.

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News of the Time Told in Pictures



SHIPPING FEELS THE PARALYSIS OF WAR

Never before in its history has the port of New York been so congested with idle shipping. The view above is of the piers on the Hoboken side of the North River where many of the German ships are laid up. There are in the harbor a total of 32 German and Austrian steamships with a capacity of 182,095 tons, that dare not leave the shelter of a neutral port. Their estimated value is over \$60,000,000. In addition many vessels of other nationalities are idle because they lack cargoes. The ships of the allied nations sail without fear of the hostile cruisers, as Great Britain has the regular steamship lanes patrolled by cruisers.



A MISFORTUNE OF WAR

This photograph, taken at Portsmouth, England, has a particularly pathetic touch. The young German Uhljan was badly wounded in Belgium and was captured. He was sent to England on board a hospital ship as a prisoner of war. The task of caring for the hundreds of thousands of wounded and prisoners is a gigantic one.



POPE BENEDICT XV

The Sacred College of Cardinals on September 3rd chose Giacomo Della Chiesa, archbishop of Bologna, as pope. He was crowned on September 6. As the last thoughts of Pius X were of the war, so was the first utterance of the new pope.



AMERICANS TO FIGHT FOR FRANCE

Many Americans in France who have volunteered for field service. They are shown at drill in front of the Palais Royal by a French officer. A large number of foreigners have taken service in the French army, either from sympathy with France or through love of adventure.



CONSTITUTIONALISTS ENTER MEXICO CITY

These are the first pictures to reach the United States of the entry of the Constitutional army into Mexico City, and were made exclusively for LESLIE'S. The entry on August 16th marked the final triumph of the Constitutionalists. Since General Carranza reached the city several riots have occurred, in one of which 169 policemen were killed. The picture to the left shows the Federal troops evacuating Chapultepec Castle, while the one to the right is of the troops of General Lucio Blanco marching in. Government is being exercised by General Carranza as a military dictator. He has threatened to prohibit railroad traffic between Mexico and Vera Cruz, which is still occupied by General Funston and 5,000 American troops.

C. C. BARR

In answering advertisements please mention "Leslie's Weekly"

French Disaster at Sedan in 1870

A terrible battle which ended in the surrender of an emperor and over 100,000 men

Reproduced from the 1870 Files of *Leslie's Weekly*



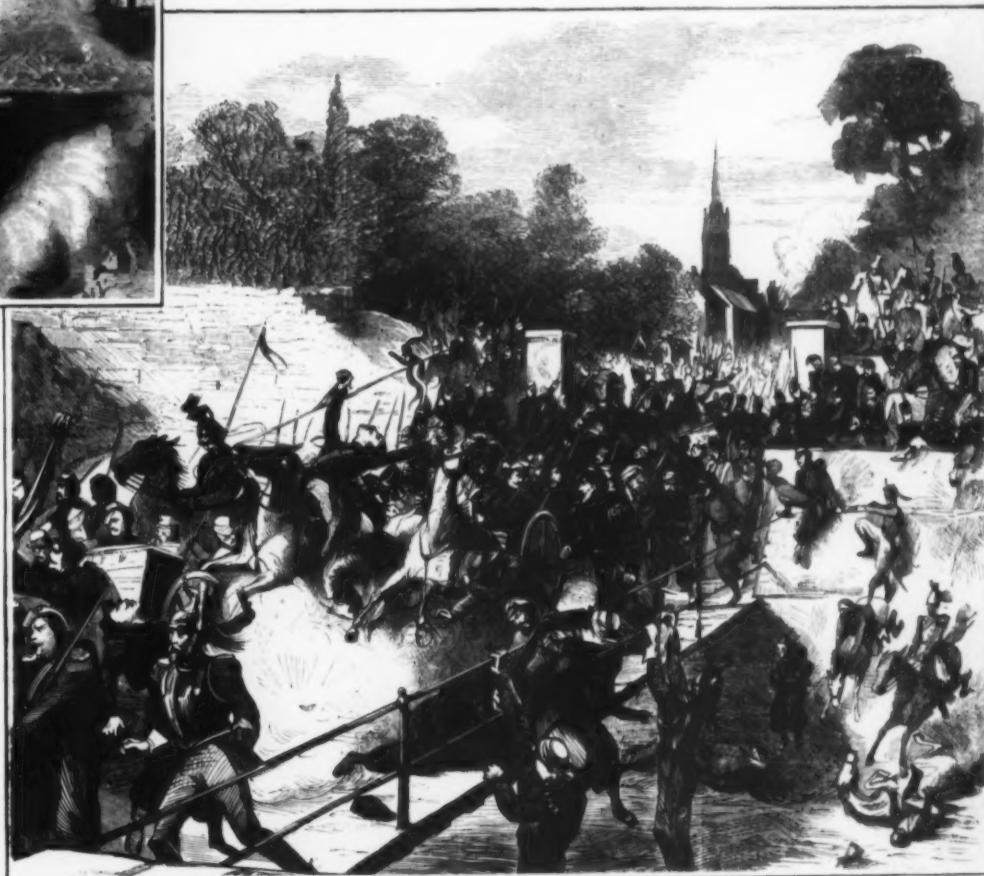
A MAGNIFICENT BUT FUTILE CHARGE

Last attack of the French cuirassiers upon the Prussian infantry at the close of the battle of Sedan, France, Sept. 1, 1870. This sketch was made by A. Schloesser, *LESLIE'S* special artist at the Prussian headquarters. It gives a vivid impression of this furious clash. The regiment of cuirassiers, their helmets and breastplates flashing in the sun, dashed down on the Prussian foot soldiers. The infantry received the cuirassiers with quick fire at 100 yards distance. The effect was startling. Over went horses and men in hundreds and the surviving cuirassiers went back in disorder faster than they had come. In the battle of Sedan the French forces were commanded by Marshal MacMahon, and Emperor Napoleon III was there in person. The German forces, numbering 122,000, were commanded by the Crown Prince of Prussia (afterwards Frederick III), and the famous Bismarck and King William of Prussia (afterwards first Emperor of Germany) were with the forces. The battle began early in the morning and raged fiercely until late in the afternoon. Marshal MacMahon was badly wounded, and the French army, cut up and disorganized by artillery fire and bayonet charges, rushed back into the city. Shortly afterwards Emperor Napoleon sent a note to King William offering to capitulate. The total number of men surrendered at Sedan was about 114,000.



A SOLDIER'S HUMILIATING DUTY

General Lauriston on the ramparts of Sedan, previous to the surrender of MacMahon's army, holding a flag of truce and with a trumpeter sounding a note of parley. For a time explosive missiles dropped at his feet or swept past him, but he was unmoved. The Prussians nearest the walls heard the bugle and King William, being informed of it, ordered the artillery to suspend their fire. It soon became known that Lauriston was instructed to offer terms of surrender, and in a short time the great army of men within the city found themselves prisoners of war. This picture was reproduced on October 15, 1870, by *LESLIE'S* from the *Illustrated London News*.



"SAUVE QUI PEUT"

Stampede of French soldiers from Sedan previous to the capitulation. Panic-stricken crowds of soldiers rushed pell-mell and in disorder away from the doomed city. When the Emperor Napoleon, who had been watching the battle, reentered the town he found the streets filled with disbanding infantry who had deserted their colors and were crying out for cartridges. The bombardment then became fearful, the city being commanded by heights about a mile distant on which the Prussians had stationed their batteries. Not many of the fugitives succeeded in breaking through the German lines.

Why POSTUM Instead of Coffee

Better Nerves

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Steady Heart Action

If you are a coffee drinker, and find discomfort or symptoms of disease are "on your trail," it would be a good idea to think of the drug, caffeine, about $2\frac{1}{2}$ grains of which is taken with every cup of coffee.

The pure food-drink, POSTUM, made only of wheat and a bit of molasses, has a rich, Java-like flavour, but is absolutely free from the tea and coffee drug, caffeine, or any other harmful ingredient.

Postum now comes in two forms:

Regular Postum—must be boiled.

Instant Postum—a soluble powder.

A teaspoonful of the powder stirred in a cup of hot water—with cream and sugar—makes instantly a delightful beverage.

A great army of former coffee drinkers now use POSTUM.

"There's a Reason"

